

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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November 7, 1914. Temperature 6 a.m. 75. 2 p.m. Humidity 90.

November 7, 1914. Temperature 6 a.m. 74. 2 p.m. 81. Humidity 88. 62.

WEATHER FORECAST  
FAI P.  
Barometer 30.02

2951 晚十二月九年寅甲

SATURDAY, NOVEMBER 7, 1914.

六拜禮 號七月一拾英

SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## TO-DAY'S LATEST WAR TELEGRAMS.

### AUSTRIANS SUFFER SEVERE DEFEAT.

### RETREATING BEFORE RUSSIANS ALONG THE WHOLE FRONT.

### German Soldiers Feeling Effects of the Fight

### RESERVES TO BE REPLACED BY ACTIVE TROOPS.

[Reuter's Service to "The Telegraph"]

#### Germans to Change Plans.

Nov. 6, 6.25 p.m.

A Paris communique states that there has been no appreciable change along the whole front. Fighting continued on the same scale as before between Dixmude and Lys, without any marked advance or retreat. There have been violent cannonades north of Arras and against the town, but without result for the enemy.

The Germans in the north of France and Belgium seem about to make changes in the composition of their forces and to be reinforcing reserve corps of new formations, which have been severely handled, with active troops, in order to attempt a new offensive, or at least to counteract in some measure the sanguinary defeats which have been inflicted on them.

#### German Waggon Destroyed.

Nov. 6, 6.40 p.m.

The communique states that between the Somme and the Oise and the Oise and the Meuse, detailed actions have been fought. We consolidated our advance on Andochey, and, our artillery in the region of the Forest of l'Aigle destroyed a German column of waggon at long range.

We have retaken Sapignoul. There has been desperate fighting in the Argonne, where the enemy have been repulsed by the bayonet.

We also repulsed fresh attacks in Woivre, in the region of Grand-Couronne-de-Nancy and the forest of Parroy.

The communique also emphasises the greatness of the Russian victory in Galicia.

#### Austrians Severely Defeated.

Nov. 6, 5.20 p.m.

Reuter's correspondent at Petrograd states that the Austrian defeat is exceedingly severe. The Russians have captured Jaroslav, taking five thousand prisoners.

The Austrians resisted desperately, in great force, persistent day and night attacks.

The Czar and the Russian Staff attended a thanksgiving service at Headquarters on receipt of the news that the Austrians were retreating along the entire length of their front.

#### Fine British Work.

Nov. 6, 12.40 p.m.

The Press Bureau states that the despatch of an eye-witness to-day describes the momentous fighting around Ypres, which the Germans set their hearts to capture by the 30th of October. It has been eminently a soldiers' battle in which the British, without exaggeration, behaved splendidly. Sheer weight of metal and numbers might temporarily drive us back, but the British would recover the ground before night. In face of heavy odds, continuous immense masses of reinforcements, fire, and enormous concentration of the guns, the Briton, with dogged resistance, upheld the reputation of the Army, and we hold Ypres.

#### "Deeds that Will Never Die."

Our Allies, with the dash for which the French are famous, have done deeds that will never die. The Belgians displayed the utmost gallantry.

[In the event of Telegrams arriving too late for insertion on this Page they will be found on the Extra.]

#### EARLIER TELEGRAMS.

#### German Infantry Attacks Lacking in Energy.

Nov. 5, 6.15 p.m.

A Paris communique states: The Allies have made slight progress east of Nieuport and along the right bank of the Yser.

The enemy renewed their attacks from Dixmude to Lys but, at several points, with less energy, especially their infantry attacks.

## TO-DAY'S LATEST WAR TELEGRAMS.

The Franco-British lines have not retreated at any points, and assuming the offensive, made notable progress in several directions. The line from La Bassée to the Somme is especially marked by an artillery battle.

In the region of Roye, we retained our occupation of Quesnoy and advanced appreciably towards Arras.

There has been an artillery duel in active progress between the Oise and the Moselle.

German attacks at several points on this front have been repulsed, in some cases after an all-day-long battle.

The position of the Right Wing is unchanged.

"No Sacrifice Too Great to Ensure Victory."

Nov. 5, 8.20 p.m.

Lord Selborne, delivering a recruiting speech at Chiswick, spoke of the possibility of having to adopt conscription. There was, he said, no sacrifice too great to ensure victory. None could foresee the political and social changes the war would involve and the part India had played must have a great effect on India's future position in the Empire.

#### Persia's Faith in Great Britain.

Nov. 5, 8.20 p.m.

Reuter learns that the Persian Government has assured the Powers that strict neutrality will be observed.

An Imperial firman looks to the good offices of Great Britain to prevent Persia becoming a theatre of hostilities.

#### The Annexation of Cyprus Announced.

Nov. 5, 4.15 p.m.

The Gazette announces the annexation of the island of Cyprus, in the Mediterranean.

#### An Unfounded Report About the Bombardment of Jeddah.

Nov. 5, 6.15 p.m.

The Press Bureau states that there is absolutely no truth in the report that H.M.S. Minerva has bombarded the Arabian port of Jeddah. The Minerva has not been within five hundred miles of that place.

[Jeddah is the seaport of Mecca, the place of disembarkation of the thousands of pilgrims bound for the holy city of the Mohammedan faith and has a population of 25,000.]

#### Germans' Desperate Attempt to Recover Trenches.

Nov. 6, 2.45 a.m.

A Paris official communique issued at eleven o'clock last evening says:

There is no fresh information regarding the operations north of the river Lys.

A violent German offensive movement carried the region north of Arras, save the trenches, which we recaptured.

All the German attacks in the St. Hubert region and in Argonne have been repulsed.

Nothing noteworthy has transpired elsewhere.

Nov. 5, 11.40 p.m.

The Colonial Office announces that H.E. the Sultan of Perak desires to repeat to His Majesty his adherence to Great Britain and states that there will be no trouble because of the state of war with Turkey.

He also says that, after seeing the other Malay rulers, they will issue a proclamation jointly.

#### Germans and Austrians Retreating Before Russians.

Nov. 6, 5.5 a.m.

An official report from Petrograd is as follows:—

The Russian army continues to progress on the East Prussian front. The Germans, retreating along the whole front, are only keeping one fortified position in the region of Wergboliwo.

The Russians on the left bank of the Vistula continue their vigorous offensive and are pursuing the retreating enemy.

The crossing of the river San by the Russians continues to be successfully accomplished, the Austrians retreating.

#### Belgian Positions Maintained.

Nov. 6, 5.5 a.m.

A Belgian communique states: South of Zandvoorde the enemy continued their attack with the greatest violence along the allied front between Hallebeek and Messines.

All our positions were maintained.

#### France Declares War with Turkey.

Nov. 6, 6.50 a.m.

A message from Bordeaux states that France has proclaimed that a state of war exists between France and Turkey consequent upon the Turkish fleet's attacks upon French merchantmen and the non-dismissal of the German military and naval missions.

#### Turco-Bulgarian Agreement Denied.

Nov. 6, 6.50 a.m.

A telegram from Paris reports that M. Madjaroff, the Bulgarian Minister at Petrograd, interviewed by the Temps, denied the existence of a Turco-Bulgarian agreement, particularly regarding the passage of Ottoman troops through Thrace.

## TO-DAY'S LATEST WAR TELEGRAMS.

#### Japanese Troops Occupy Tsingtau Forts.

Mr S. Imai, Consul-General for Japan, received the following message on Thursday night:—

An official report of the Army Department, published on the 5th November, says:—

"Our artillery continued the bombardment of Tsingtau, and while concentrating the fire upon the enemy's batteries and forts also threatened by cannonading the city of Tsingtau. The enemy's batteries and forts suffered additional damage."

"On the night of the 31st inst., the chimney of the electric power house and its building were demolished, and on the afternoon of the 4th inst., a fire broke out near the barracks south-west of Bismarck Hill. During this cannonade our artillery and engineers were attacking closer to the enemy. Our Right Wing occupied the other forts and captured one officer and 29 non-commissioned officers and men."

#### TELEGRAMS.

#### OBITUARY.

#### DUKE OF BUCCLEUCH.

[Reuter's Service to "The Telegraph"]

London, Received Nov. 5.

The death is announced of His Grace the 6th Duke of Buccleuch, aged 83. His son and heir is the Earl of Dalkeith.

#### THE IRON CROSS.

38,000 Already Given Away.

It is reported that a ready 38,000 German soldiers have received the Iron Cross for conspicuous gallantry in the field.

Writes "G. B." in the Manchester Guardian: "This German decoration, which is similar in design to our Victoria Cross, is said to be cast out of guns captured in war, and in this connection it carries its resemblance to our decoration a little further, inasmuch as it is said that the Victoria Cross is made out of guns captured in the Crimea. The Prussian Order was instituted on March 10, 1813, by Frederick William III. Its inception was due to Gneisenau, who in 1811 proposed to the King's generalising against Napoleon, and suggested that all men who served with distinction in the field should be decorated with a black and white scarf or a national cockade. The King favoured an emblem in the shape of two pieces of black and white ribbon sewn in the form of a cross on the breast of the coat. The designs against Napoleon did not mature until after Moscow in 1813, and in that year the Order of the Iron Cross was instituted, as it was thought that a decoration of metal would be more suitable. In March, 1813, the King of Prussia decreed that 'in the present critical state of affairs, on which depends everything for the country, the brave spirit which the nation has so grandly shown deserves to be honoured and to be commemorated by some special form of recognition. We have therefore resolved specially to distinguish the merit which in the war now about to break out shall be displayed, either in actual fight with the enemy or, in the field or at home, in connection with this great struggle for freedom and independence, and after

this war not again to bestow this special form of recognition."

By virtue of this decree the Iron Cross of two classes and a Grand Cross were instituted, on the anniversary of the birthday of the late Queen Louise. Fifty-seven years later, on July 10, 1870, the anniversary of the death of Queen Louise, war was declared against France, and it was thought that no better recognition could be conferred for valour in this campaign than the Order of 1813, although the King in his decree had decreed that this distinction would not again be bestowed.

On July 19 another decree by King William reintroduced the Order of the Iron Cross. "In view of the serious situation of the Fatherland," he decreed, "and in grateful remembrance of the heroism of our ancestors in the great years of the War of Liberty, I revive in its full meaning and importance the Order of the Iron Cross instituted by my father, now in conjunction with God. The Iron Cross will be given without distinction of rank or position as a reward for merit, gained either in actual fight with the enemy or at home, in connection with this war for the honour and independence of the beloved country."

Both classes of the Iron Cross have a precisely similar black cross of cast iron with silver edging. On the front there is not any inscription. The front face of the cross of 1813 is bare of any insignia. On the reverse of the cross of 1870-71 is a crown and the date 1870. In the centre is a "W," the initial of the Christian name of the then King of Prussia. The cross of 1813 bore the initials "F. W." In the centre of the cross are three oak leaves, and the present one on the Order to-day of the date 1813 and 1870-71 indicates that the soldier upon whom it is conferred participates by right in the honours of the previous wars. The Grand Cross can only be received by a commander who has been victorious in a decisive battle after which the enemy has evacuated his position, or who has captured an important fortress, or by a commander who has unflinchingly defended a fortress which has not fallen into the enemy's hands. The Iron Cross is borne on the standards and colours of the troops, and, like the Victoria Cross in our army, its bestowal is not confined to any one rank. In the campaign of 1813-31 first-class and 6,630 second-class crosses were awarded, and six years later it was reported that the cross was worn by 9,130 soldiers and that there were 8,813 inheritors of the decoration. After the Franco-German War of 1870 the number of crosses distributed totalled nearly 50,000. Of this number 3,000 were crosses with the white ribbon with black edging, indicating that they had not been awarded for services against the enemy.

#### TELEGRAMS.

#### NEWS FOR BUSY MEN.

#### CONDENSED.

The Austrians are retreating along the whole front.

The Russians have taken 5,000 Austrian prisoners.

The London Gazette announces the annexation of Cyprus.

The position of the French Right Wing is unchanged.

The Prussian Government has assured the Powers of her strict neutrality.

The Germans are retreating along the whole front in East Prussia.

The French and British lines have made notable progress in several directions.

The Bulgarian Minister to Petrograd denies the existence of an agreement between Turkey and Bulgaria.

The Colonial Office announces that the Sultan of Perak desires to repeat to His Majesty his adherence to Great Britain.

The Press Bureau declares that there is absolutely no truth in the report that H.M.S. Minerva has bombarded Jeddah.

Lord Selborne, at Chiswick, spoke of the possibility of having to adopt conscription, and said there was no sacrifice too great to ensure victory.

#### NEWS.

Further notes on the crisis appear on page 4.

Interesting war items are given to-day.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 8.

General news and an article on the song "It's a Long Way to Tipperary" appear on page 3.

Hongkong Twenty-five Years Ago appears under the heading "1880" on page 4.

The concluding instalment of an interesting article on the German War Machine is given on an extra.

#### DON'T FORGET.

#### TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Hongkong A.D.O. "Blue Bird" Gala night, Theatre Royal—9.15 p.m.

#### TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

At fresco Fete, R.O. Cathedral Compound—9 p.m.

Tuesday, November 10.

Sale of Furniture, G.P. Lamert, at 3, Carnarvon Villas—11 a.m.

Hongkong A.D.O. "Blue Bird" Theatre Royal—9.15 p.m.

Thursday, November 12.

Sale of Household Property—G.P. Lamert's Sales Rooms—3 p.m.

Saturday, November 14.

Hongkong A.D.O. at Theatre Royal, "Blue Bird."

Saturday, November 21.

H.K. Jockey Club, Extraordinary General Meeting.



## NOTICES

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General Managers.

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Hongkong, June 11th, 1913.

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 39 Coleman Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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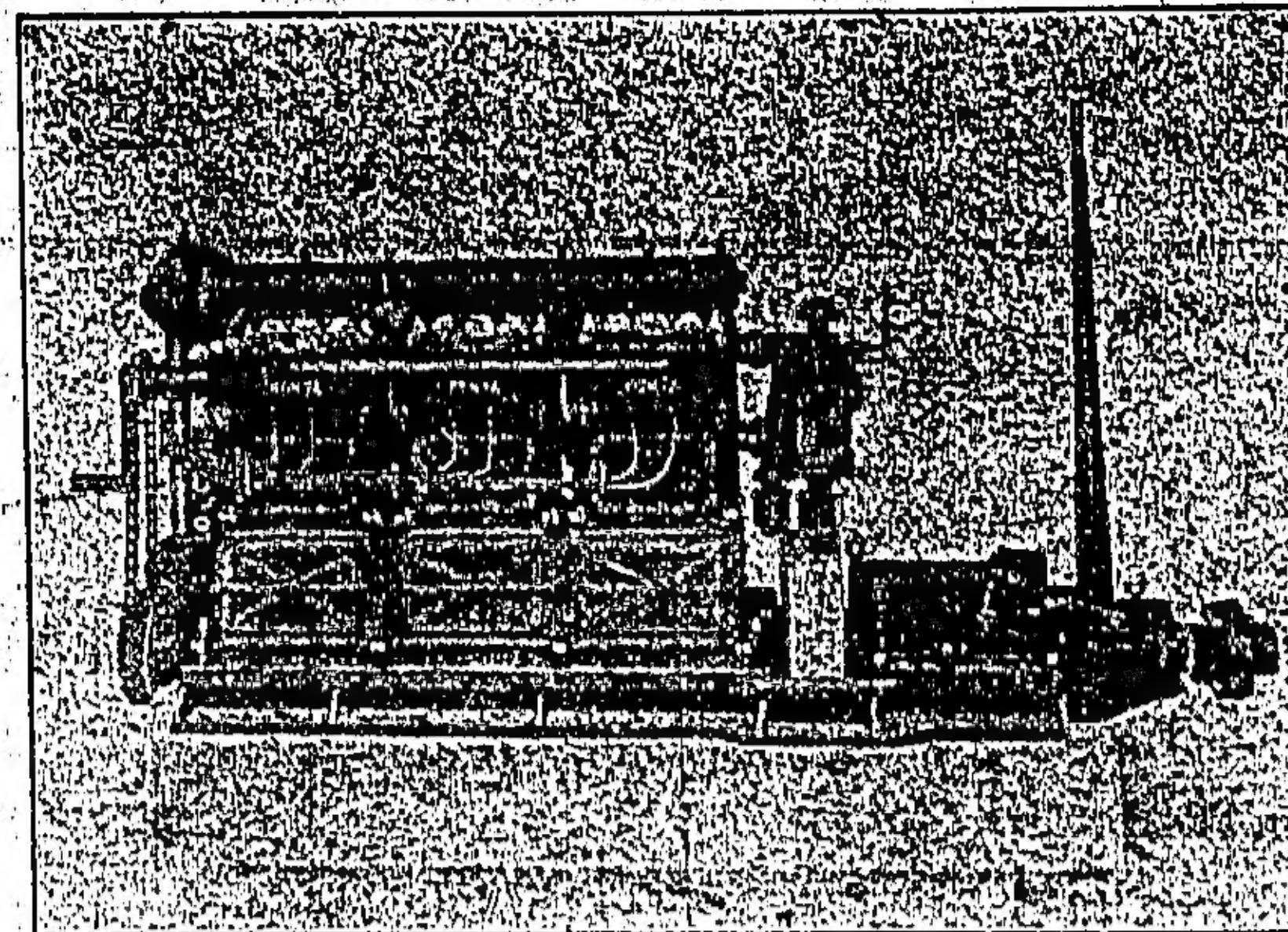
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## COR CONTEMPORARIES.

South China Morning Post.

Germany's Western Defences. From a point opposite Lunenburg to the Swiss frontier, the Vosges mountains form a natural barrier between France and Germany and, back of them are the German fortifications, running in the line of Strassburg, Colmar and up to Huningen on the Swiss frontier. At Sohlstadt is a small but strong fortress with up-to-date works and armament. Next to it is New Brisach and all along this line is a series of fortified defences. So much for the first line, the second, and the stronger line of German defences is on the Rhine, with Wesel as its extreme right, up near the Dutch frontier. This city has a very elaborate system of fortification. The next is Düsseldorf, recently visited by British military aviators, and next to that is Cologne, up the river, surrounded by elaborate military works of the first order. Then come Coblenz and Mayence. The forts about the last named are built upon a large scale, but the secret of their exact defence system has been jealously guarded. The railway approaches the city between huge earthworks while, below the city upon both banks of the river are terraced banks that, to an experienced eye, give promise of colossal fortifications.

Daily Press.

The Moorings Question. It is very unsatisfactory to see the Government carrying through a project of this kind by the sheer weight of the Official Majority in the face of a protest which commands the unanimous support of the Unofficial Members. If there are members of the shipping community who dissent from the views expressed by the Hon. Mr. Lewett, now is the time for them to make themselves heard. On general grounds the project, which is one involving a special expenditure of a quarter of a million dollars, might very well be shelved until it is more clearly revealed to what extent the revenue of the Colony will be adversely affected by the war. At a time when this question, the Estimates met with little serious criticism, notwithstanding that the expenditure shows an increase of nearly two million dollars over the Estimates approved for the current year. Information was sought by the Unofficial Members on a variety of subjects appearing in the Expenditure Estimates, and the explanations given showed that they had been carefully considered and closely scrutinised. There are several projects in the list which may be classed as necessary but not urgent, and should the course of public events render it necessary, these, among which may be included the acquisition of the harbour moorings, may very well be postponed to more prosperous times.

China Mail.

Capturing Germany's Overseas Trade.

With reference to the figures we have recently quoted in this column from Board of Trade statistics relative to British and German overseas trade and as to how the latter may now be seriously affected, we notice that a rather interesting development has been taking place in Japan which adds point to the statements made. In Japan, in 1896, the imports of bicycles were divided among four countries, the United Kingdom, the United States, Germany, and France. The value of the machines imported from the United States was \$6,880, and from England, \$1,301. Germany being represented by \$69 only. In the following year the United States doubled her imports, and rapidly increased them until they reached a maximum of \$38,115 in 1903. Meanwhile English imports, after some increase, fell off to a few hundreds, but then came into favour again, the high-water mark being reached in 1907 with imports to the value of \$112,175; since when, although there has been a considerable reduction of this trade as the Japanese home industry has grown, this country is far ahead of all others.

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ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1043.

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Hongkong, 18th July, 1915.



## GENERAL NEWS.

**A Model Chinese Army.**  
The *Eastern Times* reports that President Yuan Shih-kai himself has become a regiment commander of the new model army and ordered Chen Kwan-yuan to establish the headquarters of his regiment at the old camp of the Imperial guards. He is collecting the best of the non-commissioned officers of all the armies of the whole country as privates and minor officers as non-coms. The regimental Commander ranks with a Colonel. The *Republican Times* reports:—The province of Kiangsi has sent up 100 soldiers to Peking to join the new model army.

**British Museum Figures.**  
A return showing the progress of the British Museum for the year ended March 31, 1914, has been issued as a Blue Book. The year showed a remarkable increase in the number of visitors, the total amounting to 941,090, as compared with 754,872 in the previous twelve months. The total is the highest on record with the exception of 1904, when the number returned was 951,551. The figures for week-days only are 884,028, a total of over 100,000 having been reached in both August and September. The visits on Sundays amounted to 63,062, but the figure is lower than has been customary in recent years. The visits by readers to the Reading Room were 243,650, as against 236,043 in 1912, and the daily average 801, as compared with 773. The number of volumes supplied was 1,512,701, exclusive of those on the shelves in the Reading Room to which readers have free access. In the Newspaper Room the attendance again showed a slight decline of the number of volumes issued. The number of volumes of country newspapers brought up from the repository at Hendon was 2,370, as compared with 2,042 in 1912. The visits of students to other departments of the Museum showed a slight decrease, the total being 37,088, as compared with 38,838 in 1912.

**An Electric Winding Engine.**  
What is said to be the largest electric winding engine in the United States is about to be erected at the colliery of the Christopher Coal Mining Company, Illinois. The engine works on the ligner system, and is of the double-drum type having 7 ft. drums. Wire hoisting rope 1 1/2 in. diameter is used. The equipment is being built to make 1,000 trips from a 800 ft. depth in seven hours. The engine arranged calls for 6 seconds acceleration, 9 seconds at full speed, 6 seconds for retardation, and 4 seconds loading and dumping, which corresponds to a maximum rope speed of 2,400 ft. per minute. A 1,150 horse-power 550-volt direct-current motor drives the engine, and is directly connected to the drum shaft by a flexible coupling. The motor is designed especially for winding service, and has large overload capacity. Power will be supplied to the motor by a fly-wheel motor generator set, consisting of a 650 horse-power 2,300-volt induction motor, an 880-kilowatt 550-volt generator, a 17-kilowatt 125-volt exciter, and a 22,600 lb. fly-wheel. This unit operates at 600 revolutions per minute.

**Coccolut "Milk" as Coagulant.**  
The Kandy correspondent of the *Times of Ceylon*, writing on the 10th ult., states:—An important discovery has been made by a well-known planter of the Kandy district in the use of the milk in the coconut, or the water as it is commonly called, as coagulant for rubber. The coconut water is allowed to ferment for four days and the liquid used as coagulant is latex, producing a superior rubber, very much better than that obtained from the use of caustic soda. From one to two ounces of the liquid was used for a pint of pure latex. The colour of the rubber produced was very good, clearer than that produced from coconut ferment. Experiments could now be made to determine how long the liquid can be kept preserved, and whether it is practicable to transport it from coconut estates to rubber estates. The millions of gallons of coconut water which run to waste on estates in Ceylon drying and decaying in the sun can now be profitably utilised. This coagulant is obviously the cheapest.

## NOTICE

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# MOUTRIE'S.

## AUSTRALIA'S NAVY.

What it Has Been Doing.

A Melbourne message, dated September 15th, says:—

In the course of a statement this evening the Minister for Defence (Mr. Miller) said it was now possible in a general way to satisfy the natural desire of Australia to know in what manner the Royal Australian Navy had been engaged since the declaration of war. Immediately on the outbreak of war the Australian fleet unit, complete for active service in every detail, left Sydney, acting in co-operation with the China Squadron. As soon as the enemy's cruisers had been prosecuted and the enemy's wireless stations in the Pacific put out of action, the operations also included the covering of the New Zealand expedition for the seizure and occupation of Samoa, an operation which the steps taken by the Australian fleet assisted to render safe. In attending first to the requirements of her sister dominion of New Zealand, Australia showed a disinterestedness that would certainly be appreciated by that dominion. Her plans were so well assured that they could not suffer by delay until the New Zealand expedition was made secure. Later, as was already known, the operations of the fleet included the capture and occupation of Samoa, the headquarters of the German possessions in New Guinea, New Britain, and the Bismarck Archipelago—operations that would still call for some detached work before being complete. In addition to this there had been all the measures necessary for the safeguarding of trade routes and commerce, which most of necessity have every attention paid to them. During the period August 1st to September 12th H.M.A.S. Melbourne had covered 11,170 miles and had spent part of 10 days in harbour, of which nine days were occupied in coaling. The greater part of this work had been done in the tropics. The Melbourne had covered the longest distance, but all of H.M.A. vessels had accounted for a very considerable mileage. It would thus be seen that the very extensive operations on which they had been engaged over such considerable distances had imposed a task upon the Royal Australian Navy of no mean proportions, involving as it did long sustained energy of action. That this task had been borne in the way that it had been was due to the fine leading of the Rear-Admiral commanding and the spirit and enthusiasm of all under his command. Although their losses had been small and the wish naturally arose that they might have been spared them, at the same time there was cause for congratulation that the accomplishment of so much had been attended by such a small sacrifice of life.

## FOR THE LADIES.

**MADAME D. C. CASULLI**, a Parisian Dressmaker and Certified Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firms of OLIVAN-BREVET, DOUILLET, and BEER of Paris—a Special Firm for purchases in Paris.

**"GRANDS MAGASINS DU LOUVRE"** of Paris.  
Sole Agent for Hongkong, Kowloon, Macao and Canton. All Goods coming from that Firm are to be sold at the same rate as in Paris. The latest Catalogue will be placed at the disposal of the Ladies, if required.

Madame D. C. CASULLI, Peak Hotel, Rooms Nos. 91 and 92, Hongkong, 5th November, 1914.

# "A LONG WAY TO TIPPERARY."

The route to Tipperary is devoid of any strategical importance, but it is playing no mean part in upholding what military experts term the morale of our troops. The Germans thunder "Die Wacht am Rhein," the French chant the "Marseillaise," impressive and sonorous, and the Belgians fight gallantly with their beautiful "Brabançonne" on their lips. But the British sing no national air; they go gaily into battle shouting an inconsequent music-hall ditty that has nothing whatever in it about death or glory or the Bulldog.

Surprise for the Author.  
The author-composer of this imperishable lyric is Mr. Jack Judge, a music hall artist, and there is probably no man in the world more surprised than he—unless it is his publisher, Mr. Bert Feldman—at the "far flung" vogue it has so suddenly received. The British hero sings it when reveille sounds; he sings in route marching to down the morony of "Boots-boots-boots-boots," singing up and down again; he has familiarised his French comrades with "Lo chemin d'Espérance"; and he sings it when he takes his position in the teeth of a raking shell fire. But why he chooses this particular air nobody knows.

Certainly Mr. Feldman doesn't. "Mind you," he told a *Daily News* representative, "it's a jolly good song of its kind—a good marching tune, quite simple, and it doesn't require much breath to sing it, for there are no particularly high or low notes in it. But there are other songs with all these qualities; the fact is we can never say with any certainty whether a song will catch on or not."

"The Tippary song only just managed to be published at all. One day a comparatively unknown composer, Mr. Jack Judge, brought it to me. He played it over, and I liked it, so I undertook to publish it. But, before coming to me, Mr. Judge had tried his song on practically every other publisher in London, and they all turned it down."

"I had great difficulty in getting any of the pantomime artists in the 1913 season to try it. But some of them did, and

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TO LET.—Immediate Possession, No. 27 Conduit Road. 2 large Reception Rooms, 3 excellent Bed and Bath Rooms and other Offices. Furnished throughout. Moderate Rent. Apply to **PERCY SMITH, SETH & FLEMING**, No. 5 Queen's Road Central, Hongkong.

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TO LET.—Ravenshill West, No. 3, Park Road; Tennis Court. Apply to **DEACON, LO JER, DEACON & HARTON.** Hongkong, 29th October, 1914.

TO LET.—Part of Ground Floor 25 Des Voeux Road Central; splendid situation. Apply **DRAGON CYCLE CO.**

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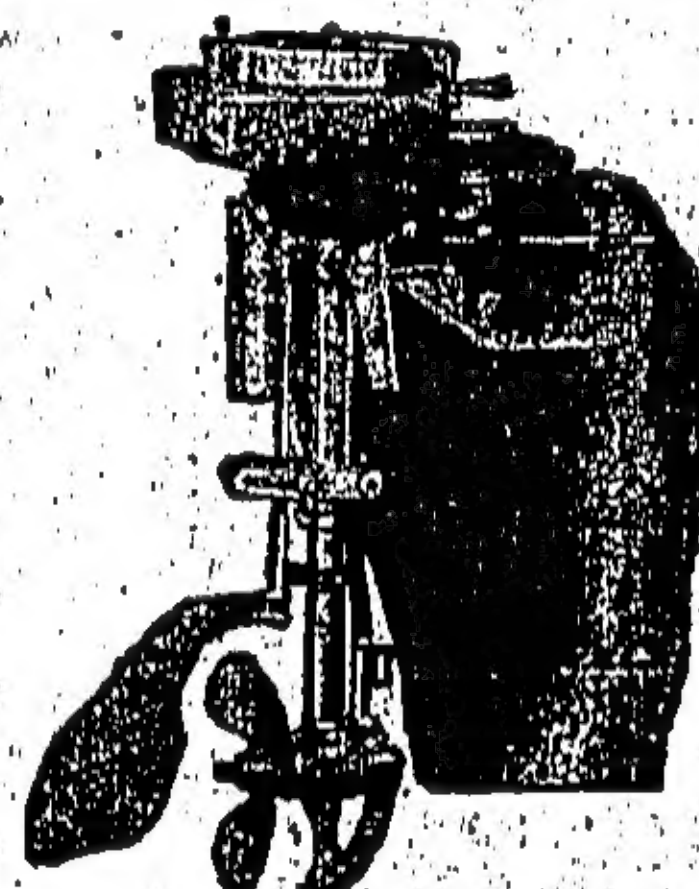
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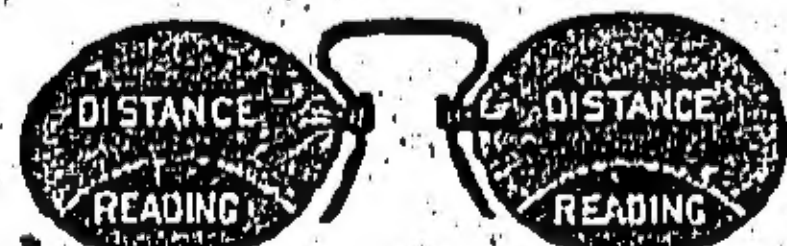
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then Miss Florrie Ford sang it at Douglas, Isle of Man, in the summer. There it became immensely popular, and it swept into favour throughout the North of England. Now we're all singing it—it's so catchy, simple, and lighthearted—and I'm printing 10,000 copies a day, which doesn't meet the demand. Guess we'll defuse the Kaiser with it before we've done!"

**Chefoo Shipping.**  
The number and tonnage of vessels entering Okamao during 1913 was 2,175 steamers of 1,726,029 tons, being an increase of 185 ships and 101,814 tons

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The Hongkong Telegraph.

HONGKONG, SATURDAY, NOVEMBER 7, 1914.

## THE DUTY OF REMEMBRANCE.

Taking the world as a whole, one is probably safe in making the general statement that the British race forgives more readily than any other. We have no explanation to suggest for this, unless it can be said to lie in the fact that so many mixtures of bloods have gone to make the Britisher, that the primitive banking after revenge—the eye for eye and tooth for tooth spirit—has gone the way of many other savage instincts. Blood feuds, save perhaps among the remnant of purely Celtic people, have been almost unknown in the British Isles for centuries, and even the records of the London criminal courts can show but few grave crimes attributable solely to revenge. This is as it should be; the harbouring of vengeful thoughts ought, in a general way, to have no place in the economy of a professedly civilised people. And, civilisation apart, the average Britisher has too much healthy horror of anything that is melodramatic to have any patience with the no-matter-a-day-will-come idea; too great a dread of looking like a fool to waste his time in talking—or even thinking—about revenge. Of course we have all heard men say, in a moment of anger, "I'll pay sc-and-so out for this," but can any of us number as many as three acquaintances, even with whom the desire to "pay out" will last? Surely most of us go near to fulfilling the Apostolic precept of not letting the sun go down upon our wrath.

Yet few rules are so all-embracing as to be quite free from exceptions. There are times when only the cowardly or the emasculate refrain from righteous anger and from longing to give some material expression to that anger; there are times, too, when to forget is criminal and when to forgive is an injustice. We need look no farther for an instance than the stories of German brutality which appear every day in our own columns. From the beginning of the invasion of Belgium and France down to last week, when the Belgian Consul in Hongkong sent us for publication the first of an authoritative list of atrocities committed by the Kaiser's troops, there has been scarcely a day on which some gruesome report or other as to the doings of the Germans has not reached us. It is quite needless to particularise; the facts are not so pleasant that one loves to dwell on or to recapitulate them. Germany, the cultured, has thrown back (as we say of the dogs) to the proverbial "distant ancestral ape or tiger," has exhibited all the insane malice of the orang utan. For this, innocent people have suffered and are at this moment suffering. Then why should they forget or forgive?

How deeply the French were cut by the Rheims outrage, for instance, may be gathered from the following words of M. Hovelacque, an Inspector General of Public Instruction:—"May the blackened walls of our beloved cathedral, the cathedral of our race, be left as they left them, an eternal monument of barbarism, an undying witness to German culture, German humanity, German ideals in the twentieth century!" And if these are the feelings of a sober-minded government official, what can we expect from those who have lost not merely a public art treasure, but wife or child or sister or mother? Britishers, as we began by saying, easily forgive. Nine-tenths of them, if they knock an enemy down with one hand will pick him up with the other. But will they be in such a hurry to forget and forgive the needless devastation and slaughter that has taken place in Belgium and France? Not, we think, when they bear in mind that, but for the geographical accident of their own country's being a couple of islands instead of fronted mainland, the same horrors that are taking place in Belgium might now be going on at home. If there were any dearth of volunteers for the front—and there is not—this last reflection would, of itself, be sufficient to make the recruiting centres rapidly busy. We are, naturally, far from wishing to see brutishness repaid with brutishness; but we certainly feel that it is the duty of the Allies to force Germany to realise, when the war is over, that she has sinned too deeply against society to be forgiven all in five minutes.

## The Compradore.

Recently we referred to the difficulties experienced by the housewife in proving unscrupulous compradores from cheating, and it was then pointed out that in ordering such things as fish, varying so much in quality, it was difficult for her to see how she was being swindled, since the fish was rarely seen until served at the table. Those who imagine themselves quick-witted would give the obvious reply that it should be seen before it is cooked, but those who are apt to think more deeply, and who know the Chinese, recognise that when swindling is done, the boy is more often than not in league with the compradore, and he will probably see that the housewife will not be anywhere about when the fish is delivered.

Another Suggestion. But there is another phase of this swindling, and one for which there should be no difficulty in finding a remedy. This is in regard to the purchase of tinned goods. At the moment there is considerable difficulty in finding anything like a uniformity of price with regard to preserves. From our own knowledge we write on this point. In a very large establishment in Hongkong, where with cheapness has always been associated in the local European mind, we had marmalade quoted at thirty cents per tin which could previously be bought at twenty-five cents, and at Kowloon, where a lady was asked thirty cents per tin, a member of our staff who was investigating the matter, was quoted two cents per tin less for the very same brand. It has been said that there will shortly be a scarcity in jam, and small shopkeepers are not very anxious to sell at present rates. For milk, the committee has fixed a price. Why not for the different brands of preserves? To the family, one is almost as essential as the other, and it is the family with the small income that feels the pinch.

## German Patriotism and Commercial Integrity.

"In view of the perpetual fluctuations in the exchange we are unable, at the present time, to settle your account. Moreover, in the existing circumstances, it is not in the interests of the German Empire to send money abroad. We are sure that, in your hearts, you hope for the victory of the German arms, and you will, therefore, of course, be willing to accept, in payment of your account, scrip of the five per cent. (German) War Loan. We beg to inform you that we have today subscribed, in your name, to the loan, and this sum (the amount of the account in question) has been credited to your account. Further, we must inform you that we have decided, at the end of the war, to maintain business relations only with those foreign firms who have given their consent to the above arrangement." For generations we have been hearing of the honest German trader; we have been told that, with all his faults of selfishness and pig-headedness, he was thorough to the backbone when it came to dealing with money obligations. The above is as good an example of this as we want to see.

And German humbug. And these poor but honest merchants said: "We are at war, and we will see you in a decidedly uncomfortable predicament before we pay but any more money till the war is over," we should not have accused them of roguery; we should merely have concluded that they had merited it. Even their decision to limit their patronage, after the war is over, to those firms who have been nice to them might have been put down to nothing worse than a form of bluff and bullying that is not confined to the Germans. But what about "We are sure, that in your hearts you hope for the victory etc."? We need scarcely ask for a better sample of sheer hypocrisy than this; for the circularists know perfectly well that there is not a sane and honest inhabitant of any neutral country in the world who hopes for the success of Germany in the present campaign. It seems as though the Kaiser's characteristic hypocrisy has spread not only to the war party but to certain sections of the trading element as well.

## DAY BY DAY.

THE HAPPINESS OF LIFE IS MADE UP OF MINUTE FRACTIONS. THE LITTLE TOO SOON FORGOTTEN. CHARITIES OF A KISS OR A SMILE. A KIND LOOK. A HEARTFELT COMPLIMENT IN THE DISGUISE OF PLAYFUL RAILLERY. AND THE COUNTLESS INFINITESIMALS OF PLEASURABLE THOUGHT AND GENIAL FEELING.—Coleridge.

The Weather. Lower level 8 a.m. Temp. 72; showery.

At the Peak 8 a.m. Temp. 62; showery.

The Mails. Siberian Mail.—Closes to-morrow at 9 a.m.

Count the Columns. Yesterday the Telegraph published 36 columns of solid reading matter. To-day there will be 43 published.

The Dollar. The rate of the dollar on demand to-day is 1s 8.7-10d.

Bank Holiday. Monday is being observed as a Bank Holiday.

Exempted. The Tsung Nge and the Yik Chi, Chinese social clubs, have been exempted from registration under the Societies Ordinance.

Property Stolen. Mr. Xavier, of Punjabi Buildings, Kowloon, has reported to the Police that someone has stolen property of his valued at \$55.

Removal of Graves. His Excellency the Governor has made an order for the removal of all graves from ground adjacent to Mount Caroline Cemetery.

Auditor. The name of Mr. E. G. Barrett, Shanghai, has been added to the list of qualified auditors under the Hongkong Companies Ordinance.

Annual Bazaar. Our readers are reminded of the annual bazaar of the Society of St. Vincent de Paul, which takes place to-morrow (Sunday) in the compound of the Roman Catholic Cathedral.

New Code. It is notified that the Grant Code of 1910 has been withdrawn as from July 1, 1914, and a new Code, copies of which can be obtained from the Director of Education, substituted therefor.

Acknowledged. The Secretary of the C.M.S. South China Mission begs to acknowledge with thanks the receipt of \$5, received anonymously through the Bishop of Victoria, for the C.M.S. Hospital at Pakhoi, Colony's Finances.

The revenue of the Colony during August was \$926,524.08 and the expenditure \$813,032.31. At the end of the month the balance in hand was \$3,344,337.34, compared with \$3,230,845.59 on July 31.

Pastor Muller. It is notified in the Gazette for general information that due notice of the appointment in 1903 of Pastor Muller as the Director in Hongkong of the Berlin Ladies' Mission for China, and proof thereof has been placed in the hands of the Governor.

October Weather. During October the average mean temperature was 77.5, against a 30 years' mean of 73.2. The highest temperature was 85.4, on the 7th, and the lowest 66.5, on the 22nd. There were 192.5 hours of sunshine, while the rainfall was 6.45 inches, against a 30 years' mean of 4.91.

Canton's Fine Response. His Majesty's Consul-General at Canton has forwarded to the Prince of Wales' Relief Fund a sum of \$250. 19. 7 representing the subscriptions of British residents in Canton and Wuchow for the month of October. It also includes \$272.30, the proceeds of a cinematographic performance given in aid of the Fund by the Cosmopolites Amusement Co. in the Canton Club theatre on October 29.

Chinese Y.M.C.A. The Chinese section of the Y.M.C.A. is always ready to provide its members with instruction, and on Thursday, at the Kau U Tong Theatre, Professor O. H. Robertson lectured to a very large audience on the interesting subject, "High and Low Temperatures." In order to make the lecture as clear as possible to these present, interesting experiments were made. It is to be hoped that many more lectures of this kind will be addressed to the Chinese during the coming winter season.

## NOTES ON THE CRISIS.

## ANOTHER WICKED LIE.

Germans feel the Pressure on All Sides.

We are still waiting for the official report with regard to the naval engagement off Valparaiso, and until we receive it we must needs accept the Admiralty's view of the matter. One remarkable feature of the story is the fact that three of the enemy ships sought the shelter of Valparaiso, which is not what one would altogether expect from conquerors. Incidentally, there were five German ships concerned in the "engagement," but only three seem to have reported themselves up to the time of writing. As for the sinking of the Monmouth, well, since she was "sunk" once before in the North Sea we are content to await the confirmation of the actual end of this much-sunk cruiser.

Another "Story." Still, if one cannot win battles in the orthodox way there is every possibility that, by circulating reports such as that of the bombardment of Jeddah, one might sneak a point, even though the main association of that point be such as would be beneath the contempt of a half-civilised pirate. The report was circulated that H.M.S. Minerva had bombarded Jeddah, while, as a matter of fact, she has not been within five hundred miles of that neighbourhood. When the truth in connection with the canard reaches the ears of those it was certainly meant to affect—the Mohammedans, those shrewd and high-souled people will make it quite clear to the perpetrators of such wicked falsehoods that such conduct reaps but one reward—contempt instead of good opinion.

A Defective Machine. It is definitely stated, in the latest reports from the front, that, in the localities of Dixmude and Yve, the attacks of the enemy are not so energetic, particularly those of the infantry. It surely cannot be that the well-grounded and hard-tempered cogs of "the greatest machine in the world" are giving way after a twelve weeks' trial. However, it appears so, and, further, it strikes one that the master mechanic had overlooked another important point in turning out machines—that is the advisability of furnishing it with "spare parts." The British army, not being a machine, does not need the supervision of fitters and tool makers—it is an army formed for the purpose of fighting, is under the supervision of soldiers, and is fulfilling its purpose. One does not like to treat matters of this kind with flippancy, but one cannot refrain, hard though one tries, from remarking that in all probability the goose-step that charmed Berlin has been superseded by the turkey-trot, which is the step of the hour in East Prussia. The Germans there, we are told, continue their dashing retreat and have thus far managed to leave themselves with one fortified position, and that at Wergbolzow. The utility of marine mines has now been tested to the satisfaction of the German Admiralty by the sinking of the Yorck. Surely they cannot wish for better than first-hand knowledge of the great destructive power of the infernal machines with which they have sown the seas. It will perhaps soon dawn on them that, with the key lost, the door that keeps one man out keeps the other in.

Cyprus for Britain. It will cause no surprise to anyone to read that Cyprus has been annexed by Britain. For, although it has nominally been Turkish territory, we have long exercised our powers of making laws and conventions for the government of the island and for the regulation of its commercial and consular relations and affairs, free from the Porte's control. In our administration of the island we have shown a traditional regard for the feelings of the great Mussulman population, which has had every reason to appreciate the broad-minded policy Britain has always followed. A Mussulman Religious Tribunal

## 1889.

## SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for Nov. 7, 1889.

Hongkong and Shanghai Bank—186 per cent. premium, sellers.

Union Insurance Society of Canton—\$110 per share, buyers.

China Traders Insurance Company—\$72 per share, sellers.

North China Insurance—Tls. 340 per share, buyers.

Canton Insurance Company, Ltd.—\$135 per share.

Yangtze Insurance Association—Tls. 98 per share.

Hongkong Fire Insurance Company—\$332½ per share, sellers.

China Fire Insurance Company—\$84 per share.

Hongkong and Whampoa Dock Company—60 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Company—\$41½ per share, sellers.

China and Manila Steamship Company—\$102.1-2 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$210 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China S.N. Company—15 per cent. dis. buyers.

Douglas Steamship Company—\$67 per share, sellers.

China Sugar Refining Company, Ltd.—\$230 per share, buyers.

Luzon Sugar Refining Company, Ltd.—\$67½ per share, sellers.

Hongkong Ice Company—\$107 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$105 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$95 per share, ex New Issue, sellers.

Hongkong Dairy Farm Co.—\$14 per share, sellers.

A. S. Watson and Co., Ltd.—\$23 per share, sellers.

Hongkong High Level Tramway Co., Ltd.—210 per cent. prem., sellers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Green Island Cement Co. (old issue)—\$45 per share, buyers.

Green Island Cement Co. (new issue)—\$4½ per share, buyers.

Hongkong Land Investment Co., Ltd.—\$105 per share, sellers.

Hongkong Electric Co., Ltd.—\$4 per share, buyers.

West Point Buildings Co., Ltd.—\$50 per share, sellers.

## GERMAN HATRED.

"Flight Against England for Booty, Not Victory."

The following remarks of the German Colonial Secretary are reported from Berlin:—

"The fate of the overseas German possessions will be decided in Europe. The struggle of the German fleet with the British fleet will be a perilous task."

"Against our Continental enemies we are fighting for victory, but against Great Britain we are fighting for booty, which will have to be proportionate to our enormous sacrifices."—Reuter.

The Tribune quotes a violent article against Great Britain published by the Kölnische Zeitung, which concludes:—

"For France and Russia we can only have compassion; hate is the only sentiment we can feel for England."

Herr Lassen has delivered an address at the University of Berlin, concluding: Germany will make Europe completely German.—Central News.

has been allowed to exist ever since we came into occupation, and this Tribunal has taken exclusive cognisance of religious matters concerning the Mussulman population of the island. Under Turkish rule many of the architectural beauties of the island were allowed to fall into decay, but since the British occupation, every effort has been made to preserve the remains of a remarkable historical past. The formal annexation of the island will, we may be sure, be welcomed by its inhabitants in general.

## APPEAL TO MOSLEMS.

The Aga Khan's Outspoken Statement.

The following further statement concerning relations with Turkey is published by direction of His Majesty's Government in a Government Gazette Extraordinary issued last evening:—

The grave situation which has arisen with Turkey involves no religious question and the Mohammedan Holy Places of Arabia as well as shrines in Mesopotamia will be immune from attack or molestation by the naval and military forces of Great Britain, France and Russia nor will any hostile action be taken against the port of Jeddah provided that the Government of Turkey does not interfere with the pilgrim traffic from the Dominions and Protectorates of His Majesty the King.

The following message from His Highness Aga Khan to Moslems in India and His Majesty's other dominions is published by direction of His Majesty's Government.

With deep sorrow I find that the Turkish Government has joined hands with Germany and acting under German orders is madly attempting to wage a most unprovoked war against such mighty Sovereigns as the King Emperor and the Tsar of Russia. This is not the true and free will of the Sultan but of German Officers and other non-Moslems who have forced him to do their bidding. Germany and Austria have been no disinterested friends of Islam and while one took Bosnia the other has long been plotting to become the suzerain of Asia Minor and Mesopotamia including Kerhela Rejef and Bagdad. If Germany succeeds, which Heaven forbid, Turkey will become only a vassal of Germany and the Kaiser's resident will be the real ruler of Turkey and will control the holy cities. No Islamic interest was threatened in this war and our religion was not in peril. Nor was Turkey in peril for the British and Russian Empires and the French Republic had offered to solemnly guarantee Turkey all her territories in complete independence if she had remained at peace. Turkey was the trustee of Islam and the whole world was content to let her hold our holy cities in her keeping. Now that Turkey has so disastrously shown herself a tool in German hands she has not only ruined herself but has lost her position as trustee of Islam and evil will overtake her. Turkey has been persuaded to draw the sword in an unholy cause from which she could be but ruined whatever else happened, and she will lose her position as a great nation for such mighty Sovereigns as the King Emperor and the Tsar can never be defeated. Thousands of Moslems are fighting for their Sovereign already and all men must see that Turkey has not gone to war for the cause of Islam or for the defence of her independence. Thus our only duty as Moslems now is to remain loyal faithful and obedient to our temporal and secular allegiances.

## TEUTONS AND SHAKESPEARE.

"A Great German Classic in Course of Time."

Copenhagen, Sept. 27. Herr Max Reinhardt, the famous director of the Deutsches Theater, has asked a number of well-known Germans if he should play Shakespeare's present. All replied "Yes," and Herr Reinhardt then again placed Shakespearean plays on the programme, from which they had disappeared at the beginning of the war.

He declared that the great English author would, in course of time, become a German classic by the care with which he is cultivated in Germany.

Dr. von Bothmann-Hollweg, the Imperial Chancellor, replied to the query addressed to him: "Play Henry V., whose royal words 'Then to Calais, from there to England's soil' will find an echo in German hearts."—Central News.



## PRINCE OF WALES FUND

## CONTRIBUTIONS ROLLING IN.

Hongkong Fund Now Totals over \$100,000.

We have received a copy of the sixth subscription list to the Prince of Wales Fund in Hongkong, which up to yesterday had reached the fine total of \$100,456.56. The list is as follows:—

\$5,000.—Hongkong & Shanghai Banking Corporation.  
\$1,500.—Mr. E. Pabney.  
\$1,000 each.—Mr. G. K. Nuttall, Hongkong & Kowloon Wharf & Godown Co., Messrs. Lawrie & Pallen & Co.  
\$750.—"A. Dana."  
\$500 each.—"Star" Ferry Co. Ltd., Leung Yan Po, H. M. H. Newmeyer.  
\$388.80.—Staff of Tai Koo Sugar Refinery Co. Ltd. Sub.  
\$338.—Kowloon Customs Staff, Europeans.  
\$300.—Mr. F. P. Talati.  
\$288.50.—Subscriptions collected at Cheung Chau by Mr. Wong Cheuk Ting & Co.  
\$250 each.—Messrs. de Souza & Co., 1st sub, Mr. & Mrs. Evan Ormiston, Mr. A. F. Arculli.  
\$234.86.—Dr. M. Obremaki.  
\$200 each.—Messrs. N. Mody & Co., A. Abulrahman, Li H. Shan, C. J. M. Ock, (s.s. Chuan-sang), Mr. H. S. Malkin, (s.s. Fausang).  
\$198.—Diocesan School Staff.  
\$182.—Mr. R. D. Harvey's Fund: Capt. H. D. Jones, \$100; Mr. H. M. Bain, \$81; Mr. F. M. Ellis, \$18; H. B. \$5.  
\$175.24.—"Children of the Colony" (Kowloon Children's Sports Fund).  
\$172.—Staff, Asiatic Petroleum (S.O.) Ltd.  
\$152.65.—Messrs. R. C. D. Bradley, W. G. Johnstone, J. J. S. Smith, J. J. Brown, R. Grant & A. Barclay, (s.s. Kutsang).  
\$152.—2nd instalment of subscriptions collected through the Kwong Wo Hospital.  
\$150.—Mr. J. Johnston, (s.s. Fausang).  
\$145.—Master and Crew, Barque, Drumelt-n.  
\$127.50.—Mr. R. D. Harvey's Fund: Mr. R. D. Harvey, \$127.50.  
\$120.—Messrs. H. Simpson, M. Risk, D. Skinner, F. S. Lewis, W. A. Barbour, F. Blair and H. G. W. Bahe, (s.s. Suisang).  
\$100 each.—Miss Leung Su Chuen, Lun Tai Insurance Co., Hung Kwei Chong, Ho Ping Un, Tong Tsz Sau, R. A. Matthews, (s.s. Maunsang), J. R. W. Co., O. H. Gale, F. C. Parkins, (s.s. Fausang), W. S. Brown.  
\$70.—Kowloon Customs Chinese Staff.  
\$78.04.—Messrs. N. W. Van Cortlandt, A. S. W. Sheldon, H. O. Coleman, G. Ward, J. H. MacAnlan, R. T. Jones, H. T. Lofers, J. G. Thoburn and F. Wheeler, (s.s. Kumsang).  
\$75 each.—Cheung Wco Shop, Mr. C. Mei Messer, 1st Sub.  
\$71.—Mr. F. A. Perry.  
\$55.—Messrs. J. Wilson, J. Ansell, R. H. McMillan and J. Macdonald, (s.s. Hangsang).  
\$50 each.—Balance of proceeds of the performance in the Kowloon Theatre, Cheong Hok Ling, Li Po Kam, Ho Lai Lai, Ho Kai Chi, Wah Fong (photographer), Chung Loong Shop, Siu Cheong, Li Wan Choi, Li Pan Tak, Man Shun Wo Shop, Mr. C. A. Hooper, Mr. J. W. Francis, H. Simpson, (s.s. Suisang), M. Risk, (s.s. Suisang), Mr. and Mrs. G. Knight, Com. and Mrs. Basil Taylor, 1st Sub, P. L. Wolf, D. K. Setna, P. P. J. Wodehouse, 1st Sub, O. R. Vick, R. O. D. Bradley, (s.s. Kutsang), B. A. Balantine, (s.s. Chunsang), Stephen Thomson, (s.s. Fausang), H. Thomas, (s.s. Fausang), J. Mackenzie, (s.s. Fausang).  
\$46.74.—Messrs. C. A. Robertson, J. McAlister, W. H. Crisp, D. Mason, W. Neill and C. L. Filcher, (s.s. Hopsang).  
\$40.—Messrs. R. A. Matthews, T. Croft, H. S. Ibb, W. L. Chapman, J. E. MacFarlyen and W. B. Forster, (s.s. Maunsang).  
\$40.—Messrs. A. G. Smith, D. E. Mooney, E. D. Davies and A. Stevenson, (s.s. Chunsang).  
\$35.—Messrs. A. O. Kennedy, F. W. Wilson, O. M. Purtean, S. Croony and A. Lang, (s.s. Hingsang).  
\$30 each.—Com. O. W. Beckwith, 1st Sub, A. O. Head, On

Yee Shop, Wei Loong Shop, E. To N. T. Murphy, A. L. Com. and Staff, (s.s. Fausang).

\$25.87.—T. A. Mitchell, F. Herbert and O. S. Lays, s.s. Fooksang.

\$25.—J. Hooper, R. L. Atkinson, E. H. Farrell, R. D. Smith, H. Summers, D. Skinner, (s.s. Suisang).

\$25 each.—D. Burlingham, Fung Tang, T. H. King, R. Maclean Gibson, E. S. Ford, Yee Wah Dispensary, Tang Cheong Shop, Rev. C. H. Hickling.

\$23.—Mr. R. Pithie, s.s. Kutsang (\$2).

\$20 each.—Wah Hing Shop, Ki Shing Pawn Shop, Cheung On Shop, Cheung Kee Bank, Hung Tak Shop, Man Lu Wing Shop, Shing Tak Bank, Sai Yuen Shop, Wing Tak Shop, Yee Tak Shop, Loong Shing Shop, Shing Yuen Bank, Pun Kwai Tok, Kwong Cheong Wo, Chan To Chi, Chan Hon Shun, J. Hyde, R. Ferris, Wm. Jones, (s.s. Fausang), R. P. Cumming, (s.s. Kutsang), Rev. N. O. and Mrs. Pope, E. J. Pierpoint.

\$18.40.—Mr. J. J. McKay.

\$17 each.—Staff, Harbour Department, Steward and staff, s.s. Fausang.

\$12.—Yamati School Staff.

\$10 each.—Ki Hing Pawn Shop, Hung Lun Shop, Ki Sun Shop, Wing Sang Shop, Wing Hing (Hing Kee), Kwong Wo Shop, Hung Sing Shop, Li Kwong Loong Shop, Kwong Cheong (Pawn Broker), Geo. Ng Fok Shing, Cheong Cheuk Hin, S. Goham Kadir, S. A. Sopher, S. T. Ismail, S. Jannan, O. F. Li, P. F. A., A. R. A., K. S. June, Wei Ming Kai, Wong Pik Chuen, Tam Un Ting, Kom Man Cheung, Fung Heung Chuen, Fung Sam Chuen, Ho Cheung, Leung Kam Lun, H. G. W. Bahe, (s.s. Suisang), Boatwain, Quartermaster, carpenter and sailors, (s.s. Fausang), C. H. Tan, Tong Pak Tung, (s.s. Hingsang), R. F. Mitchell, (s.s. Sungsang), Choi Hing R. McDonald, A. Calvert, A. Edwards, O. H. Parkinson, G. Gipson.

\$8.—A. S. Passmore.

\$5 each.—In Wah Shop, Shu Loong Bank, Cheong Shing Shop, Yuet Loong Shop, O. E. Thomas, H. Millington, T. H. Foster, J. L. Speed, Ho Ping Pin, W. G. Hart, A. E. Harvey, Lau Yun Fuk, Fung Chan Tung, Chan Lung Nam, Kwok Ping, Leung Nam Yung, Miss Mary Cooper, J. C. West, A. Terrett, H. Johnson, W. Robertson, J. W. Wright, W. J. J. Galt, F. Blair, (s.s. Suisang), John Maxwell.

\$4 each.—Yr. Chan Sik, Firemen, s.s. Fausang.

\$3 each.—F. Culliford, D. McHardy, Chan Sia Wing, Lam Sia Pui, E. Browne, J. Lengshan, Ip Kwong, Kwong Ping Shing, Lee Fat, Chan Hon Nam, Sang Wo Shop.

\$1.50.—To Yee.

\$1.30.—A. F.

\$1 each.—Kun Yuen Shop, Lee Cheong Shop, Cheo Mow, So To Ling.

The above totals ... \$21,222.49

Already acknowledged, Lists No. 1, 2, 3, 4 and 5 ... \$130,672.08

\$151,894.55

Monthly Subscriptions 5,130.78

Already acknowledged, Lists No. 1, 2, 3, 4 and 5 ... \$3,431.23

8,562.01

Total ... \$180,456.56

Singapore Mortality Returns.

The mortality returns for Singapore issued by the Registrar of Births and Deaths show that, during the week ending October 24, there were 209 deaths (155 males, 54 females), giving a ratio per mille of population of 33.07.

Malarial fever accounted for 21 deaths, phthisis 38, convulsions 25, beri-beri 18, bronchitis 8, dysentery 8, pneumonia 11. Thirty-one children under three months of age died. The nationalities were represented as follows:—European 1, Eurasian 1, Chinese 144, Malays 37, Indians 21.

## 1889.

## HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the week ending Nov. 7, 1889.

The Dollar.

November 7.—"The rate of the dollar on demand to-day is 3/2."

The Volunteers.

November 2.—"The drill season of the Hongkong Artillery Volunteers will commence next week. All members are requested to attend the drills on Tuesday, Thursday and Friday."

A Returned Californian.

November 2.—"Detective Sergt. Haddon captured a man who gave himself out as a returned Californian this afternoon on the Praya, near the Harbour Office. The emigre had only a loaded revolver, a bullet mould and twenty cartridges on his person. As the police are on the look-out for four 'retained Californians' who tried to negotiate the money safe of a house in Gough Street last week, and who have so far escaped capture, this worthy may possibly be one of them. When the sharp-eyed detective collared the man, the latter put his hand at once to his pockets, probably with the intention of 'drawing a bead' on the officer, but Haddon was a trifle too previous for the would-be shootist, and had the 'darbies' on him before he knew whether he was in Samsui or Peking."

The Peak Drainage.

November 2.—"The following has been handed to us for publication:—

Colonial Secretary's Office.

31st October, 1889.

Sir,—Adverting to your letter of the 5th inst. and to previous correspondence, I am directed by the Governor to transmit to you for the information of the Deputation appointed by the Peak Residents, the enclosed copy of a Report by the Hon. the Surveyor General on the subject of Peak drainage and water supply, and to state that, after the Peak residents have carefully considered it, His Excellency would be glad to make to them, at an interview, some oral observations on the subject, the complete occupation of his Excellency's time rendering this mode of communication more convenient at the moment, even if it does not, in any case, offer a better prospect than correspondence of an early and satisfactory settlement. I have the honour to be, Sir,

Your most obedient servant,

HENRY MAY,

(Acting Colonial Secretary.)

"Inability to Exist."

November 4.—"There is a humorous story on board the steamship Hangchow. In writing the report of the voyage, he states that 'on the 26th, one of the Chinese passengers died from sheer physical inability to exist.' That is the only disease mules, brokers, and annuitants ever succumb to, we believe."

A Somnambulist.

November 4.—"A private in the 91st Regiment, named Hamilton, died yesterday in hospital from internal injuries sustained through a fall from a window in Murray Barracks one night last week. It is supposed that he stepped through the window whilst walking in his sleep, as he was a somnambulist."

"Society for the Petting of Soldiers."

November 5.—"The Society for the Petting of Soldiers has commenced its annual crusade early this season. Lectures by Dr. C. D. Clifton and Bishop Burdon have already been given, in the Garrison Theatre, and last night Mr. Bateman improved the shining hour. His subject was the novel one of 'A Trip to Japan.' Even long-suffering Tommy Atkins is getting fed up with these hackneyed narratives of peddling little excursions—how the lecturer liked the voyage and how much ricksha coolies charge, and so on, and the Theatre was very comfortably empty. The Rev. Douglas Hamilton presided and, after setting Mr. Bateman going, sat with a pained expression on his clerical countenance until the end of the distribute. Mr. Bateman followed the usual lines—good ship—fare—flying fish—beautiful moon—Japan—

## DAIRY FARM NEWS.

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ABSOLUTELY THE BEST IN THE COLONY.

BREAKFAST BACON in rashers

90 cts. per lb.

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85 &amp; 95 cts. per lb.

## VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut-Col. A. Chapman, V. D., state:—

Award of Punishment.—No. 1250 Gr. N. V. A. Croucher awarded 26 days' detention by sentence of Field General Court Martial held on Tuesday November 3rd, 1914, for (1.) Neglecting to obey Corps Orders. (2.) When on active service using insubordinate language to his superior officer. (23 days remitted by Order of H. E. the Governor.)

Parades.—Parades for Saturday and Sunday 7th and 8th instant, nil.

Holiday.—Monday 9th inst. being a General Holiday, there will be no morning or afternoon parades on that day.

Detail.—On duty, Group 2. Officers on duty, Capt. Armstrong, Capt. Churchill and 2nd Lt. Lindsell. Orderly Officer, 2nd Lt. Lindsell. To furnish Guard to-morrow, 1st Section M. G. Co. Orderly Sergeant to-morrow, Sergt. Bullock.

Stocktaking.—A Board of Officers as under will assemble at Volunteer Headquarters at such time as the President may appoint for the purpose of Stocktaking in the Corps Store.—President, Capt. G. G. Wood; Members, Lieut. Crowther Smith and 2nd Lt. L. N. Murphy. A report to be furnished to the Commandant not later than noon on Monday 9th inst.

## THE "BLUEBIRD."

The gala performance takes place to-night at 9.15 p.m. sharp, and it is hoped that everyone will be seated by that time.

The auditorium lights will be lowered immediately after the singing of the National Anthem, and if there are any late comers they will not see the effect of the opening scene.

The intervals will be of short duration, owing to the length of the play, and in order to obviate the necessity of leaving the theatre, arrangements have been made whereby refreshments will be served in a separate room by Messrs. Weissmann Ltd. and Messrs. Donnelly & Whyte, the profits of these to be apportioned to the Fund.

The play will terminate soon after twelve, and special fares and trams will run 15 minutes after the performance.

The second performance takes place on Tuesday the 10th November, and there will be a third on Saturday the 14th. It has been decided to leave up the gala performance decorations as far as possible for both these nights.

For the convenience of Peak residents, a special tram will run at 8.40 p.m. so as to prevent undue delay in getting down by 9.15 p.m.

land of chrysanthemum—hotel—couldn't find one—expenses—map of the place—chow—baths—tariff—investigation—no mixed bathing—disappointed—passports—price—church. Finished up with a slab out of a book. The "men"—Mr. Bateman's phrase—seemed highly edified, and sang a bit of the National Anthem at the end with great lassitude."

## A BANISHEE'S RETURN.

A Chinese, under a banishment order for five years, made in 1913, for larceny, was charged with disobeying the order, at the Police Court, this morning, before Mr. C. D. Melbourne.

Mr. Dixon, of Messrs. Wilkinson and Grist, who defended, explained that his client was passing through the Colony on his way from Canton to Swatow. He had come to Hongkong to look for a boat and was arrested on the day he arrived here.

The magistrate advised Mr. Dixon to write, explaining the facts, to the Captain Superintendent of Police, who might re-open the case. As it was, he sentenced the prisoner to three months' hard labour.

National Bank of Belgium.

The National Bank of Belgium announce that they are prepared to issue at the head office of the Bank of England in London drafts, payable in Antwerp and Ostend, such arrangement being intended finally to facilitate the transmission of assistance to Belgian subjects who are obliged still to remain in their own country.

## TO-DAY'S ADVERTISEMENTS.

## FOR SALE.

FOR SALE, as a going concern, the Tobacco and Cigar business until lately carried on by Mr. G. F. Fien at Hongkong Hotel Buildings. For full particulars as to Stock, etc.—Apply H. PERCY SMITH, F.O.A., Liquidator, No. 5 Queen's Road Central.

## FOR SALE.

FOR SALE, the Mineral Water business, with Plant, Stock etc., recently carried on by Hill Bergdahl & Company at Cross Lane. For particulars, apply H. PERCY SMITH, F.O.A., Liquidator, No. 5 Queen's Road Central.

## THE ROYAL MAIL STEAM PACKET COMPANY.

## THE Steamship.

## "MONMOUTHSHIRE."

From PORTLAND, SEATTLE and VANCOUVER.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 5 p.m. on 7th inst., will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the steamer or Godowns, and all goods remaining undelivered on 13th instant will be subject to rent. All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held on 13th inst. at 10 a.m.

All Claims must be presented on or before 16th inst. otherwise they will not be recognised.

JARDINE, MATHESON & CO., LTD.

Agents, Hongkong, 6th November 1914.

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SHIRTS - - -

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IN STRICT DANCE TEMPO.

5494) NIGHTS of GLADNESS .....Waltz.

1460) ANSWER to AMOUREUSE .....

1458) LOVE'S TEARS .....

1458) TRES CHIC .....One Step.

1463) HE'D HAVE TO GET UNDER .....

1463) TANCOLETTE .....Tango.

1463) A GOOD FELLOW .....

ANDERSON MUSIC CO., LTD.

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## KIRIN BEER

Light Palatable and Wholesome.

Eminently suited for this Climate.

Won the Highest awards at all

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For Sale at all the Hotels and

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Fresh Supplies by every Mail.

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The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.  
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"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £8 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

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Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

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Agents.

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Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Malacca, Penang, Colombo, Suez & Port Said	Yasaka Maru Capt. Yamawaki T. 25,000 Miyasaka Maru Capt. Toranaka T. 16,000	{WEDNES., 18th Nov. at 10 a.m. {WEDNES., 2nd Dec. at 10 a.m.
VICTORIA, B.C., and SEATTLE via Shai, Moji, Kobe, Yokkaichi, and Yokohama	Sado Maru Capt. Asakawa T. 12,500 Yokohama Maru Capt. Komatsubara T. 12,500	{TUES., 17th Nov. at noon. {TUES., 1st Dec. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Hitachi Maru Capt. Sato T. 16,000 Tango Maru Capt. Soyeda T. 13,500	{FRI., 20th Nov. at noon. {WEDNES., 16th Dec. at noon.
CALCUTTA via Singapore, Penang & Rangoon	Hakata Maru Capt. Kawashima T. 12,500	{THURS., 12th Nov.
BOMBAY via Singapore and Colombo	Colombo Maru Capt. Sakamoto T. 8,800	{MONDAY, 23rd Nov.
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Soyeda T. 13,500	{FRIDAY, 20th Nov. at 5 p.m.
SHAI and Kobe	Kitano Maru Capt. Cope T. 16,000	{TUES., 10th Nov. at 11 a.m.

Kitano Maru  
Capt. Cope T. 16,000  
Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

## FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	11th February
Kashima	20,000 "	25th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaka	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

## FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to  
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Chenan	8th Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	10th Nov. at 4 p.m.
SHANGHAI	Anhui	10th Nov. at 4 p.m.
HOIHOW & H'PHONG	Kailong	11th Nov. at 11 a.m.
SHANGHAI	Yingchow	12th Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	17th Nov. at 4 p.m.
WWEI & T'SIN	Huichow	19th Nov. at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 36

Hongkong 7th Nov., 1914.

BUTTERFIELD &amp; SWIRE.

Agents.

## RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

The S.S. Tambov, 4,441 R.T., Commander Alexiev, is expected to arrive here on or about the 11th November and expected to sail to Vladivostok via Japan on or about the 16th November.

This steamer has good passenger accommodation.

For freight, passage and further particulars, apply to

Capt. D. A. LUKHMANOFF.

Agent.

Hongkong, Oct. 26, 1914.

Hotel Mansions, 3rd Floor.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Will leave on or about	For	Will leave on or about
Tibodas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tilmanok	JAVA	1st half Nov.	SHAI	1st half Nov.
Tikembang	SHAI	1st half Nov.	JAVA	1st half Nov.
Tipanas	JAPAN	1st half Nov.	JAVA	1st half Nov.
Tilatjap	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tjikini	JAVA	2nd half Nov.	SHAI	2nd half Nov.
Tjilwoeng	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tjitaroen	JAVA	1st half Dec.	JAPAN	1st half Dec.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Sat., 14th Nov.
Nippon Maru	11,000 - 18 knots	Kobe, Tues., 1st Dec.
Shinyo Maru	22,000 - 21 knots	H'kong, Tues., 8th Dec.
Chiyo Maru	22,000 - 21 knots	H'kong, Tues., 5th Jan.

The s.s. Nippon Maru will leave Kobe for Yokohama, Honolulu and San Francisco on Tuesday, 1st December.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £38.

"Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co."

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Anyo Maru 18,500 - 15 knots Wed., 2nd December.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage &amp; Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	28th Nov.	14th Nov. 11 a.m.
St. Albans	12th Dec.	18th Dec. "
Eastern		8th Jan. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston &amp; Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiyang ... A. E. Hodgins... TUES., 10th Nov. at 1 p.m.

Haiching ... W. C. Passmore... TUES., 17th Nov. at 1 p.m.

FOR AMOY AND FOOCHOW.

Haitan ... J. W. Evans ... SATUR., 14th Nov. at 3 p.m.

FOR SWATOW.

Haimun ... A. H. Stewart... SUN., 8th Nov. at 10 a.m.

Haimun ... A. H. Stewart... WED., 11th Nov. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik &amp; Co.,

General Managers.

## LOG BOOK.

To Minimize Steam Ship Collisions.

A great deal of interest has been centring during the last few years on the bows of vessels, and various suggestions have been put forward as to the best form of bow to minimize the effect of collision on the vessel struck, says *Shipbuilding* (London). It has been suggested that while keeping the straight stem which minimizes the over-all length of the vessel, danger of cutting the vessel collided with below the water-line would be obviated if the stem for some distance above the load waterline were carried downward and backward at an angle of about 30 degrees to the horizontal.

The effect of a blow from a vessel having this type of bow would not, we think, be quite what is expected of it by the proposer; that is to say, holding the vessel above the water-line only. A bow of this character would probably have the same action as the bow of an icebreaker, which slides up on the ice owing to the momentum of the vessel, and then the great weight of the vessel bearing down upon the ice breaks it. This would probably be what would happen in the case of a collision, and the falling back of the vessel to the horizontal would not only cleave the hole deeper below the water-line, but would, by its crushing action, distort the plates for a considerable distance from the hole, and thus perils cause a spread of the damage.

Up to the present, the stem of a vessel has been made of a very solid bar, which is so backed up by panting-stringers, breast-hooks, and decks as to form as perfect a ram-bow as if it were specially designed for that hideous purpose.

A complete departure from this type of construction would perhaps be a solution to the difficulty. The structural strength of the vessel might stop at the collision bulkhead, and the part beyond be just sufficiently strong to withstand, with a reasonable factor of safety, the shocks due to pounding into waves, and falling heavily into the trough of a sea. This bow, in the event of a collision, would crumble back on itself, offering just enough resistance to absorb the momentum of the vessel in a similar way to those buffers which are fitted in some terminal stations and are calculated to draw up without damage a train going at a fairly high speed.

This might well be done by a judicious disposition of the material, avoiding all horizontal stiffening to the shell, with the exception of the necessary decks. According to the arrangement in mind, the bar stem would be omitted, and its place taken by a flanged plate or a channel. As the blows of the waves are normal to the surface of the shell, then the frames would be bent so as to lie in planes normal to the shell plating; the frames would then be so disposed that they would fold back on themselves with just sufficient reluctance.

Proposed Steamship Service from

Canada to China.

As the result of an exhaustive inquiry carried out by Mr. H. Grigg, Canadian Commissioner of Commerce, in regard to the possibilities of trade development, it is understood that the Dominion Government intends to encourage the establishment of steamship services between both the Atlantic and Pacific coasts and China. Special attention will be given to the export of flour and lumber, although other articles will not, of course, be overlooked. It is confidently expected that a big expansion of business between the two countries will soon take place, while traffic with Japan is also receiving consideration.

New O. S. K. Steamers.

The Osaka-Shosen Kaisha, which maintains the Hongkong-Vancouver-Tacoma regular route, with six steamers, has added two more vessels, the Luzon Maru, 4,078 tons, and the Java Maru, 4,038 tons, owing to an exceptionally brisk business on the service, consequent upon the temporary withdrawal of the O.P.R. steamers from the route.—*Manchuria Daily News*.

Oysters, Fresh, Fried or Stewed  
Findon Haddocks, Kippers, etc.  
ALEXANDRA CAFFE.



## SHIPPING

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Loongsang*	Sat., 7th Nov. at 3 p.m.
TIENTSIN via Shanghai	Cheongshing*	Tues., 10th Nov. at daylight
SANDAKAN	Chunsang	Thurs., 12th Nov. at noon
S'PORE, Pang & C'outa	Fausang*	Thurs., 12th Nov. at 3 p.m.
MANILA	Yuensang*	Sat., 14th Nov. at 3 p.m.

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsung," "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.  
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpona, Tawao, Usukan, Jesselton and Labuan.  
For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.  
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice

## "SHIRE" LINE SERVICE-HOMeward

For	Steamers	Date of Departure
LONDON & HULL	Merionethshire	24th Dec.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, VVER, STLE TACOMA & PLAND	Glenroy	24th Nov.
VIA HONOLULU		

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals, taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

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Agents.

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THE TAIKOO DOCKYARD  
& ENGINEERING Co. OF  
HONGKONG, Ltd.  
TAIKOO DOCKYARD,  
HONGKONG.

SHIPBUILDERS, SAUVORS & REPAIRERS, BOILERMAKERS  
FORGEWORKERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL ELECTRICAL & MECHANICAL  
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 83' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
displacement, providing conditions for painting ships with most  
efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
HEAD CRANES throughout the Shops, ranging up to 100 Tons,  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
Rivets, etc.

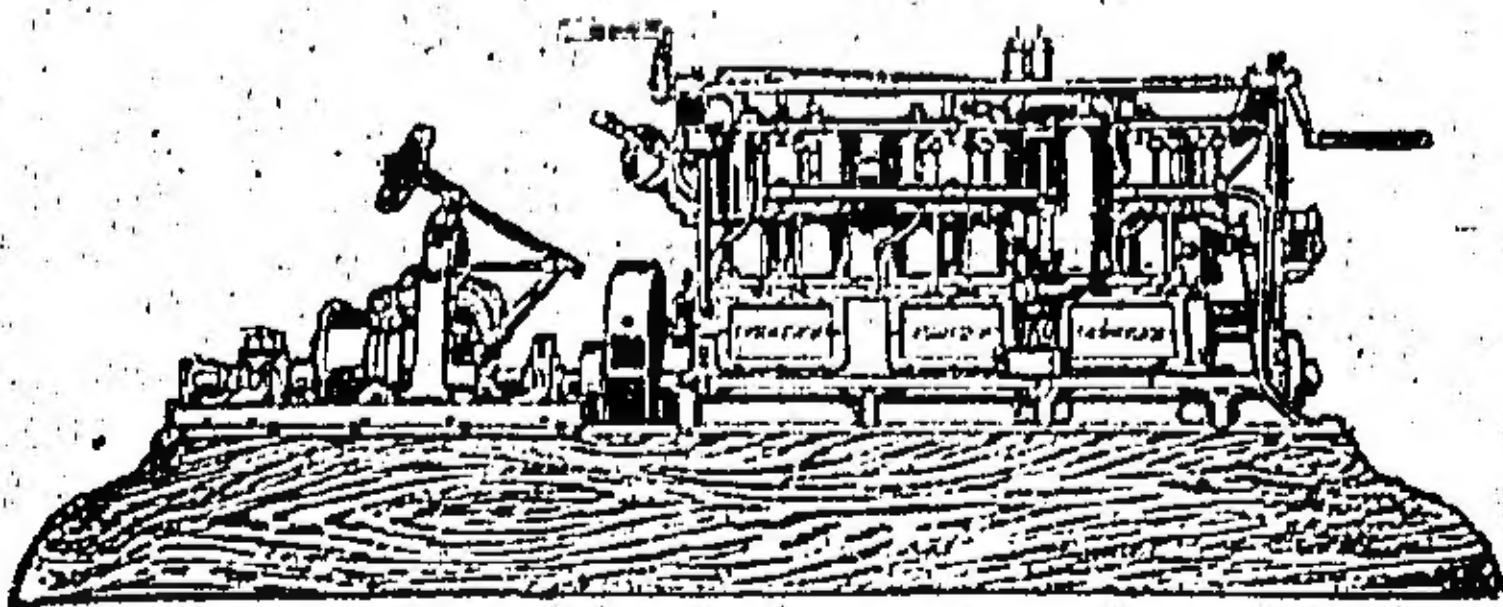
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JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.G. type Motor and Reserve Gear.  
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN  
BOATS, LAUNCHES, HOUSEBOATS, AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR  
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address: "TAIKOODOCK."

TELEPHONE No. 321.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles, Havre & Liverpool	Phemius	B. & S.	7, Nov.
M'les, L'don via S'pore etc.	Yasaka M.	N. Y. K.	18, Nov.
Genoa, Marseilles & Liverpool	Achilles	B. & S.	20, Nov.
London & Genoa via S'pore, &c.	Nellore	P. & O.	25, Nov.
London & Hull	Mer'shire	J. M. Co.	24, Dec.

## NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, Seattle, Tacoma, etc.	Cyclops	B. & S.	9, Nov.
San Francisco & San Pedro &c.	Hazel Dollar	R. D. Co.	10, Nov.
V'toria, B.C., & T'ma via S'hai &c.	Panama M.	O. S. K.	11, Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24, Nov.
Via, B.C., T'ma via K'lung, Japan	Seattle M.	O. S. K.	26, Nov.
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	1, Dec.
Mexican, Peruvian and Chile			
Ports via Japan	Anyo M.	T. K. K.	2, Dec.
San F'cisco via S'hai & Japan &c.	Shinyo M.	T. K. K.	8, Dec.
San F'cisco via M'la & Japan &c.	China	P. M. Co.	12, Jan.

## AUSTRALIA.

Australian Ports	Aldenharn	G. L. Co.	14, Nov.
Australian Ports via Manila	Hitachi M.	N. Y. K.	18, Nov.

## SINGAPORE, COAST PORTS AND JAPAN.

Manila	Loongsang	J. M. Co.	7, Nov.
Manila, Cebu & Iloilo	Chinhua	B. & S.	10, Nov.
S'hai, Moji, Kobe and Yokohama	Nagoya	P. & O.	16, Nov.
Vladivostok via Japan	Tambov	R. V. F.	16, Nov.
Poochow via Swatow & Amoy	Kaijo M.	O. S. K.	18, Nov.
Shanghai and Kobe	Rangoon M.	N. Y. K.	18, Nov.
Shanghai and Fobe	Kawachi M.	N. Y. K.	18, Nov.
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	19, Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	10, Nov.
Bombay via S'pore, Port S'ham,			
Penang & Colon			
Swatow, Amoy and Poochow	Peking M.	O. S. K.	M. of N.
Brtavia, Cheribon, Samarang, &c.	Haiyang	D. L. Co.	Q. desp.
Java	Tjikembang	J.C.J. L.	Q. desp.
Shanghai	Tjiliwang	J.C.J. L.	S. half O.
Shanghai	Tjipanas	J.C.J. L.	Q. desp.
Japan	Tjimanook	J.C.J. L.	F. half N.
Shanghai	Tjibodas	J.C.J. L.	F. half N.
	Tjitaroom	J.C.J. L.	Q. desp.

## TO SAIL

## REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 9th October, 1914.

Agents.

MOVEMENTS OF  
STEAMERS.

## AMERICAN MAIL.

The s.s. KOREA arrived at San Fran-  
cisco on the 2nd instant.

## MERCHANT STEAMERS.

The T. K. K. s.s. ANYO MARU will  
next leave Hongkong on Wednesday the  
2nd December.

## VESSELS IN PORT.

## Steamers.

Inaba Maru, Jap. s.s. 3,844, S. Tomlonga 30th Oct.—Manila, 28th Oct. Gen. —N. Y. K.	Patella, Br. s.s. 3,501, J. R. Nisbet, 31st ult.—Chin'kong, 26th ult., Ballast —A. F. Co.	Chihli, Br. s.s. 1,728, Lloyd, 31st ult.— Bangkok, 24th ult., Rice—B. & S.	Hue, Fr. s.s. 739, A. Cornelinsson, 1st inst. K. O. Wan, 31st ult., Gen.—A. B. Marty.	Duneric, Br. s.s. 1,211, C. D. Logie, 2nd inst.—Bangkok, 25th ult., Rice— B. L.	Bauri Maru, Jap. s.s. 3,221, T. Soga, 2nd inst.—Koolung, Gen.—D. & Co.	Atsuta Maru, Jap. s.s. 3,043, M. Yoshika, 2nd inst.—Yokohama, 30th ult., Gen.—N. Y. K.	Fukia Maru, Jap. s.s. 3,087, H. Ohnaka, 2nd inst.—Moji, 28th ult., Coal— M. B. K.	Wakasa Maru, Jap. s.s. 3,327, K. Itano, 2nd inst.—Moji, 28th ult., Gen.— N. Y. K.	Luchow, Br. s.s. 1,220, J. Motherell, 3rd inst.—Swatow, 2nd inst., Gen.— B. & S.	Loongsang, Br. s.s. 1,920, W. G. G. Leask, 3rd inst.—Manila, 31st ult., Gen. —J. M. & Co.	Loksang, Br. s.s. 979, D. W. Ritchie, 3rd inst.—Hongkong, 31st ult., Ballast— J. M. & Co.	Taiwan Maru, Jap. s.s. 1,165, Sakai, 3rd inst.—Hongkong, 31st ult., Coal— Order.	Australien, Fr. s.s. 3,543, Cazal, 3rd inst. —Marseilles, Gen.—M. M. Co.	Chingchow, Br. s.s. 2,000, J. Doyle, 4th inst.—Kwangyoo, Cement stone —S. T. & Co.	Ningchow, Br. s.s. 5,336, H. L. Allen, 4th inst.—Singapore, 30th ult., Gen.— B. & S.	Fausang, Br. s.s. 1,300, H. S. Malkin, 4th inst.—Yen, 26th ult., Sugar— J. M. & Co.	Cheongshing, Br. s.s. 1,229, V. McLid- dell, 4th inst.—Swatow, 3rd inst., Gen.—J. M. & Co.	Chihli, Br. s.s. 1,134, R. W. Lloyd, 4th inst.—Swatow, 3rd inst., Ballast —B. & S.	Dainichi Maru Jap. s.s. 1,952, W. H. zuki, 4th inst.—Moji, 28th ult., Coal— M. B. G. K.	Saint Fillans, Br. s.s. 2,307, John H. Francis, 4th inst.—Shanghai, 31st ult., Gen.—J. M. & Co.	Nankin, Br. s.s. 4,250, G. Manley, 5th inst. —Shanghai, 2nd inst., Gen.—P. & O. S. N. Co.	Chenan, Br. s.s. 1,355, W. L. Jones, 6th inst.—Shanghai, 2nd inst., Gen.— B. & S.	Chunsang, Br. s.s. 1,417, C. Mattock, 6th inst.—Sandakan, 30th ult., Gen.— J. M. & Co.	Chusan, Br. s.s. 1,348, R. Robertson, 6th inst.—Singapore, 30th ult., Bal- last—B. & S.	Hikosan Maru, Jap. s.s. 2,302, S. Suzuki, 5th inst.—Moji, 30th ult., Coal —M. B. K.	Haiman, Br. s.s. 611, Stewart, 6th inst.— Swatow, 5th inst., Gen.—D. L. & Co.	Obinhus, Br. s.s. 1,353, Finlayson, 6th inst.—Manila, Gen.—B. & S.	Sochu Maru, Jap. s.s. 1,119, K. Hatori, 6th inst.—Swatow, 5th inst., Gen.— O. S. K.
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## TO SAIL

## "INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

## "SAINT FILLANS"

will be despatched as above on 5th November.

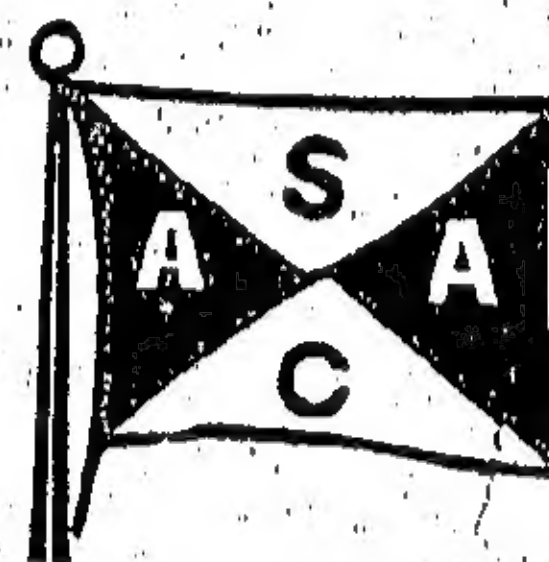
For freight and passage apply

JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914.

General Agents.

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports & Panama Canal.

For freight or information apply to

SHEWAN TOMES & Co.

Hongkong, 24th September, 1914.

General Agents.

## "GLEN LINE"

(McGREGOR GOW & Co.) Ltd.

For London & Antwerp

Saloon passage Hongkong to London £40.

For freight or passage, apply to

SHEWAN TOMES & Co.

Hongkong, 23rd July, 1914.

Agents.

## FOR SINGAPORE, PENANG &amp; CALCUTTA.

For Freight and Passage apply to

THE BANK LINE LIMITED.

Hongkong, 27th October, 1914.

Agents.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

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Patel Slip, No. 1 Kowloon	240'	60'	12'	2' 6"	
Patel Slip, No. 2 Kowloon	250'	60'	12'	2' 6"	
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# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, NOVEMBER 7, 1914.

## THE GERMAN WAR MACHINE.

### ITS INSIDEWORKINGS REVEALED.

An Article Full of Interesting Points.

[Below we give the concluding instalment of an article contributed to *Collier's Magazine* by Dr. Arrigo and Karl Graves. The first part appeared in our issue of Saturday last.]

Highly nutritious, light in weight, practically indestructible, wholesome, this is easily prepared into a palatable meal with the simple addition of hot water. Of this preparation huge quantities are always kept in stock for the army.

**Intelligence.**  
Without doubt the most important division of the General Staff and upon whose information and efforts the whole machine hinges is the Intelligence Department, really covering many different fields—for instance, general science, especially strategy, topography, ballistics, but mainly the procuring of information, data, plans, maps, etc., kept more or less secret by other powers. In this division the brightest young officers and general officials are found. The training and knowledge required of the men in this service are exacting to a degree. It requires in most cases the undivided attention—often a life study—to a single subject.

It has been the unswerving policy of the Prussian military authorities to know as much of the rest of the European countries as they know of their own. In the war of 1870-71, German commanders down to the lieutenant leading a small detachment had accurate information, charts and data of every province in France, giving them more accurate knowledge of a foreign country than that country had of itself. It is a notorious fact that, after the defeat of the French armies at Weissenburg and Worth and later at Metz, the French commanders and officers lost valuable time and strategic positions through sheer ignorance of their own country. This is impossible under the Prussian system. To-day there is not a country in Europe of which there are not the most elaborate charts and maps, topographically exact to the minutest detail, docketed in the archives of the General Staff. This applies as a rule to the General Staff of most nations, but not to such painstaking details.

#### Exhaustive Knowledge of Enemies.

While undergoing instruction in the Admiral Staff in the Konigsplatz Strasse 70 previous to my being sent on an English mission, a controversy arose between my instructor and myself as to the distance between two towns on the Lincolnshire coast. He pushed a button and requested the answering orderly to bring map 64 and the officer in charge. With the usual promptness both map and officer appeared. The officers, who could not have been more than twenty-five years of age, discussed with me in fluent colloquial English the whole of this section of Lincolnshire. Not a hummock, road, road house, even to farmer's residences and blacksmith's shop, of which he did not have exact knowledge. I expressed astonishment at this most unusual acquaintance with the locality, and suggested that he must have spent considerable time in residence there. Conceive my astonishment when he informed me that he had never been out of Germany and the only voyage

ever undertaken by him led him as far as Heligoland. Subsequently through careful inquiries and research—my work bringing me into constant contact with the various divisions—I found that the whole of England, France, and Russia was carefully cut into sections, each of these sections being in charge of two officers and a secretary whose sole duty it was to acquaint and make themselves perfectly familiar with everything in that particular locality. Through the far-reaching system of espionage, the latest and most up-to-date information is always forthcoming, and time and again I myself, often returning from a mission like one of those to the naval base in Scotland, have sat by the hour verbally amplifying my previous reports.

A part of the intelligence system is the personality squad, whose duty it is to acquaint themselves with the personality of every army and navy officer of the leading powers. I have seen reports as to the environments, habits, hobbies, and general proclivities of men such as Admiral Fisher, commanding the Channel Squadron of the British Navy, down to Colonel Ribault, in charge of a battery in Toulouse. To military or naval officers and men of affairs the reason and benefit of such a system are obvious. The general reader, however, may not quite see the point. The position of a commander in the field is analogous to the executive head of a big selling concern. A semi-personal knowledge of the foibles and characteristics of his customers without doubt gives him an advantage over a rival concern, neglecting the personal equation being really more important than is generally understood. This has long been recognised and fully taken advantage of by the German Army authorities.

**Aerial Weapons.**  
Within the last few years an entirely new, and, according to German ideas, most important factor has entered and seriously disturbed the relative military power of European nations. This is the aerial weapon.

Since the days of Otto Lilienthal and his glider, it has been the policy of Germany to keep track of all inventions likely to be embodied and made use of in the War Machine. It is a far cry from Lilienthal's glider to the last word in aerial construction such as the mysterious Zeppelin-Parseval sky monster that, carrying a complement of twenty-five men and twelve tons of explosives, sailed across the North Sea, circled over London, and returned to Germany. Lilienthal's glider kept aloft four minutes; but this new dreadnought of Germany's flying navy was aloft ninety-six hours, maintaining a speed of thirty-eight miles an hour, this even in the face of a storm pressure of almost eight metres. Such feats as this are significant. They are at the same time the outcome and the cause of the development of this part of the War Machine.

It is my purpose here to tell you how far Germany has advanced and progressed in this struggle for mastery of the sky. I shall disclose facts about her system that have never been heard in conversation. They are known only to the General Staff

at Berlin, not even in the cabinets of Europe.

**Secret Aerial Strength.**  
Germany without doubt has the most up-to-date aerial fleet in the world. The budget of the Reichstag of 1903-1909 allowed and provided for the building and maintenance of twelve dirigibles of the Zeppelin type. So far as the knowledge of the rest of the world is concerned this is all the sky navy that Germany possesses. It is a fact, though, that she has three times the number that she officially acknowledges.

The dirigible-balloon centres in Germany are five and they are situated at vitally strategic points. There are two on the French border, one on the Russian border, one on the Atlantic Coast, and a central station near Berlin. The exact places are Strassburg, Frankfurt-on-the-Main, Posen, Wilhelmshafen, and Berlin. This does not include the marvellous station at Heligoland in the North Sea, this being a strategic point in relation to Great Britain. Nothing is known about this Heligoland station. None but those on official business are permitted within a thousand yards of it. I shall tell things concerning it.

Besides these purely military posts there are a number of commercial stations—necessary as depots of the regular transportation aerial lines that operate for the convenience of the public. Like Germany's commercial steamers, however, they are controlled and subsidized by the Government. At a few hours' notice they can be converted and made use of for Government purposes. Taking these transportation lines into consideration, it is safe to state that by now Germany could send fifty huge airships to war.

#### Revolutionizing Discoveries.

It may be a puzzle to Americans why, in the face of disasters and accidents to these Zeppelins, Germany is spending about \$4,000,000 on her aerial fleet. Now we come to a very significant point. I know, and certain members of the German General Staff know, as well as trusted men in the aerial corps, that there are two conditions under which airships are operated in Germany. One is the ordinary more or less well-known system which characterizes the operation of all the passenger lines now in service in the Empire. It is the system under which all the disasters that appear in the newspaper occur. Airships that are used in the general airmail flights and manoeuvres are also run under the same system as the passenger dirigibles—for a reason.

The other system is an absolute secret of the German General Staff. It is not used in the general manoeuvres, only in specific cases, and these always secretly. It has been proved to be effective in eliminating 75 per cent. of the accidents which have characterized all of Germany's adventures in dirigibles and heavier-than-air machines. These statistics are known only among the German General Staff officers.

#### The Aerial Corps.

Let us go into this further. Critics of the German dirigible who foolishly rate the French aeroplane superior point out that the Zeppelins have three serious defects—bulk and heaviness of structure, inflammability of the lifting power—the gas that floats them—and insufficiency of fuel carriage. In other words, they cannot ship enough gas to stay in the air a desirable length of time without coming down. The secret devices of the German war office have eliminated all these objectionable features. They have overcome the condition of bulk and heaviness of structure by their Government chemists devising the use of a material which is lighter than aluminium, yet which possesses all of that metal's density and which has also the flexibility of steel. Airships not

among the twelve that Germany officially admits are made of this material. Its formula is a Government secret and England or France would give thousands of dollars to possess it.

The objection of inflammability of the lifting power has also been overcome. The power of the ordinary hydrogen gas in all its various forms has been multiplied threefold by a new gas discovered at the Spandau Government chemical laboratory. This gas has also the enormous advantage of being absolutely unflammable. I have seen experiments made with it. It cannot be used for illuminating purposes. Dirigibles that are equipped with it are not liable to the awful explosions that have characterized flights under the ordinary system. The new gas has also the enormous advantage of having a liquid form. To produce the gas it is only necessary to let the ordinary atmosphere come in contact with the liquid. Carried in cylinders of six inches it is obvious that enough of this liquid can be carried aboard the big war dirigible to permit their refilling in mid-air. So, you see, all the objections to the commonly known system of operation have been overcome by the War Office.

The last dirigible tried by the War Office in 1912, the mysterious Zeppelin X made a continuous trip from Stettin over the Baltic to Upsala in Sweden, thence across the Baltic again to Riga in the Gulf of Finland, where it doubled and sailed back to Stettin. This was a journey of 973 miles. The airship had a complement of twenty-five men and twelve tons of dead weight. It travelled under severe weather conditions, the month being March, and snow-storms, hail, and rain occurred throughout the voyage. The significance of this flight can be easily understood if you consider that the distance from Strassburg or Düsseldorf to Paris or other strategic points in France is approximately 480 kilometres. A ship like the Zeppelin X could sail over the French border, dynamite the fortifications around Paris and return, the journey being roughly about 1,000 kilometres (or some hundreds of kilometres less than the actual trip made by the Zeppelin X). Moreover the German military trials have shown the possibility of an aerial fleet leaving its home ports and cruising to foreign lands and returning without the necessity of landing to replenish its gas tanks or fuel.

Let me show you how the German aerial corps is made up. It is called the Luftschiffer Abteilung and is composed of ten battalions, each consisting of 350 men. They are all absolutely trained for this branch of the service. Only the smartest mechanics and artificers are selected. In the higher positions the most intelligent and bravest officers hold command. Comparing the usual pay in continental armies, the wages of the men in the German aerial corps are exceptionally high. In fact they are the highest paid in the German army. They are not ordinary enlisted men, meaning that they serve only their two years' time. Most of them have agreed to serve a lengthy term. Married men are not encouraged to enroll in this branch of the service. It is obvious from the nature of the work that the hazards are often great. The wonderful system of the German War Machine has been installed with rare detail in the aerial corps. The equipment of the different stations is really marvellous, for everything human ingenuity has been able to devise concerning the dirigible you will find in application. Each station is fully equipped and is an absolutely independent centre in itself. Take the base at Heligoland. It is the newest and the one that is always cloaked with secrecy.

#### Guarding the Dirigibles.

At the extreme eastern corner of the island of Heligoland one sees, amid the sandy dunes, three vast oblong iron-grey structures. At a distance they are not unlike overgrown gasometers. I say at a distance, for it is impossible for any visitor to get within a thousand yards of the station. The solitary approach is guarded by a triple post of the marine guard. If you walk toward the station, before you come within a hundred yards of the guard, you will find large signs setting forth in unmistakable and terse language that dire and swift penalties follow any further exploration in that direction. Not only English but German visitors to Heligoland have found out that even the slightest infringement of the rules of these signs is dangerous. I shall, however, take you a little closer.

Walking on until you are within fifty yards of the great balloon sheds, you pause before a tall fence of barbed wire, this connected with an elaborate alarm-bell system that sounds in the two guardhouses. For instance, if an enterprising secret agent of France were to try and steal up on the station, if he came by night and out through the barbed wire, a series of bells would immediately sound the general alarm. Having passed through the six strands of barbed wire a tall octagonal tower meets the eye. In this tower are installed two powerful searchlights as well as a complete wireless outfit. All the Zeppelins carry wireless. By means of elaborate reflectors, it is possible with the search-lights to flood the whole place with daylight in the middle of night. Thus, ascensions can be made safely at any hour of the twenty-four. The three oblong sheds stand in a row, the middle being the largest, having spaces for two complete dirigibles, while the other sheds house but one each. They are about 800 feet long, 200 feet broad and 120 feet high. The whole structure itself can be shifted to about an angle of forty degrees, this being worked on a plan similar to the railroad engine turntable. The reason for it is that with the veering of the wind the sheds are turned so that the doors will be placed advantageously for the removal of the airship.

#### Dirigibles Replace Forts.

The whole layout and the vast area of space show that it is the Government's intention still further to increase the plant. In fact, on my last visit to Heligoland—and it was nearly three years ago—I saw the evidence of another shed about to be built. At the station is the most efficient meteorological department of all the stations. The most sensitive and up-to-date instruments connected with this science are there in duplicate and the highest experts such as only Germany can produce are in charge of the department.

When I was at Heligoland and I noticed a vast difference in the strength of the fortifications compared to what they had been. They used to be tremendous, but since the addition of the naval base they have become secondary. Half the soldiers on duty there have been transferred elsewhere; so with the big guns. There is no longer any need of them. As I stated, I saw a fourth big balloon shed in the course of construction. I have not been on the island for nearly three years. Nobody has been near the extreme eastern end except those closely identified with the service. Considering that Germany has not built more than one extra shed, that means five dirigibles, and there is nothing on earth that could stand up against them. Heligoland does not need forts any more. The new forts float in the sky and can rain death.

Heligoland has long been a sore spot of British diplomacy. Seized from Denmark in 1807, it

was formally ceded to England in 1814; now it is a menace to her. While Lord Salisbury was Prime Minister of England, he conceived what he believed to be a shrewd diplomatic move. He offered Bismarck the island of Heligoland in exchange for some East African concessions, and it became a German possession in 1890. Heligoland is now the key and guard of Germany's main artery of commerce, being the key to Hamburg. With the dirigible station of Heligoland to guard her, Hamburg is impregnable, and on England's northern coast they have a way of looking out across the North Sea with troubled eyes.

Let us consider one of these new war monsters, the latest and most powerful, the X 15. The latest Zeppelins, charged with the newly discovered dioxygenous gas, giving these sky battleships triple lifting capacity; the perfecting of the Diesel motor, giving enormous horse-power percentage with light fuel consumption (fifty of these Diesel engines, their workings secret to the German Government, are stored under guard at the big navy yards at Wilhelmshafen and Kiel, ready to be installed at the break of war in submarines and dirigibles), have given the German type of aircraft an importance undreamed of and unsuspected by the rest of the world.

#### Guns on the Zeppelins.

The operating sphere of the new balloons has extended from 100 to 1,400 kilometres. Secret trial trips of a fully equipped Zeppelin like X 15, carrying a crew of twenty-four men, six quick-firing guns, seven tons of explosives, have extended from Stettin, over the Baltic, over the Swedish coast, re-crossing the Baltic and landing at Swinemunde, with enough gas, fuel, and provisions left to keep aloft another thirty-six hours. The distance all told covered on one of these trips was 1,180 kilometres. This fact speaks for itself. The return distance from Heligoland to London, or any midland towns in England, corresponds to the mileage covered on recent trips. In the event of hostilities between England and Germany, this statement needs no explanation. That is why I mentioned that the latter-day Zeppelins were a powerful factor in bringing about an amiable understanding between those two powerful countries. For neither the historic wooden walls of Nelson's day nor the steel plates of her modern navy could help England or any other nation against the titans of the monsters of the air.

The capacity of seven tons of explosives does not exhaust the resources of this type of weapon. I have it on good authority that the new Zeppelins can carry double that quantity of explosives if necessary. As the size of these vessels increases, so does the ratio of their carrying capacity.

Picture the havoc a dozen such valentines could create attacking a city like London or Paris. Present day defence against these ships is totally inadequate. In attacking large places, the Zeppelins would rise to a height of from 6,000 to 8,000 feet, at which distance these huge cigar-shaped engines of death, 200 feet long, would appear the size of a football, and no bigger. I know that Zeppelins have successfully sailed aloft at an altitude of 10,000 feet. Picture them at that elevation, everybody aboard in warm, comfortable quarters ready to drop explosives to the ground. The half-informed man—and there appear to be many such in European cabinets, which recalls the proverb about a little knowledge being a dangerous thing—likes to say that a flock of aeroplanes can put a dirigible out of business. Consider now an aeroplane at an elevation of 6,000 feet and remember that the

## PRESIDENT WILSON.

### Will He Again Stand?

Washington, Sept. 25.—At the direction of President Wilson, Secretary Tumulty to-day wrote a letter to New Jersey Democrats, declining to have them endorse the President for a second term.

Mr. Tumulty's letter was to Mr. Edward D. Grosscup, state treasurer of New Jersey. It read:

"You are generous enough to consult me as to whether the Democrats of New Jersey should at this time endorse the President for a second term. I had a talk with the President about it and he deeply appreciated the suggestion, but New Jersey is his home state, the men who would act in this matter are his own personal friends, and he feels that it might seem as if he were taking advantage of the extraordinary situation now existing to gain some personal advantage through such an expression of confidence by them.

"This would be inconsistent with his whole being and spirit and he shrinks from it as from something that would embarrass him rather than help him."

President Wilson's attitude was not taken by friends here to mean that he has decided not to accept a re-nomination if it is offered to him. Democrats in other states have recently endorsed him for a second term, and no objection was made at the White House.

New Zeppelins have gone thousands of feet higher. An aviator at 6,000 feet is so cold that he is practically useless for anything but guiding his machine. How in the world is he or his seat mate going to do harm to a big craft the size of the Zeppelin that is far above him? Any aviator who has ever gone up, say 8,000 feet, will tell you when he comes down what a harrowing experience he has had. What good can an individual be, exposed to the temperature and the elements at such an altitude, in doing harm to the calm, comfortable gentlemen in the heated compartments of the Zeppelin? Quatsch! which is a German army term for piffle!

At 8,000 feet the small target a Zeppelin affords would move at a rate of speed of from thirty-five to sixty miles an hour. The possible chances of being hit by terrestrial gunfire are infinitesimally small. This does not take into account the vast opportunities that a dirigible has for attacks or the possibility of hiding among the clouds. The X 15, sailing over London, could drop explosives down and create terrible havoc. They don't have to aim. They simply dump overboard some of the new explosive of the German Government, this new chemical having the property of setting on fire anything that it hits, and they sail on. And remember that wherever the new German explosive strikes conflagration begins.

Aeroplanes, biplanes, monoplanes, and the other innumerable host of small craft so often quoted as a possible counter-defence against the Zeppelin, are over-rated and are in any case theoretical. The German authorities have made vast and exhaustive trials in these matters. The strenuous efforts on the part of this Empire to increase its dirigible fleet are in my way of thinking answer enough.



# THE HONGKONG TELEGRAPH. SECOND EXTRA

HONGKONG, SATURDAY, NOVEMBER 7, 1914.

## HONGKONG TRADE.

**Business Still Very Slack.**  
The Fortnightly Prices Current, and Market Report issued by the Hongkong General Chamber of Commerce under yesterday's date shows that trade is very dull.

In cotton piece goods and fancy cotton goods there is no change in the situation. Fancy goods are neglected and the small clearances effected frequently entail a sacrifice. In cotton yarn, the market continues dragging and dealers are only buying small quantities for urgent requirements. Values have further weakened about \$1 to \$3 per bale. Deliveries have somewhat fallen off. Quotations are:—No. 10s at \$80/112 No. 12s at \$88/114. No. 16s at \$100/122. No. 20s at \$108/142. Arrivals 2,000 bales. Sales 1,500 bales. Shipments 500 bales. Unsold stock 54,000 bales. Bargains 37,000 bales.

On the metal market it is reported that there has been very little change; and it now seems improbable that there will be any revival until after the New Year. Prices remain stationary with no inclination on the part of dealers to part with their stocks.

Messrs. Herbert Dent and Company's silk circular, dated October 10, states:—Stock:—5,000 bales about. Market:—Silk: No settlements are reported for Europe since our last circular. American buyers continue to buy a fair amount of short-reels. Settlements are said to be 400 to 500 bales. Waste: No settlements are reported but some enquiries are rumoured for London by one or two firms. Dealers are inclined to hold.

The flour market report states:—American Market: Wheat still continues advancing daily and only a few small sales are reported for China. Local Market: Prices here have advanced in sympathy with the Wheat market; but clearances are small and stocks remain unchanged.

The opium importations since October 22 have been 12 chests of Turkish and Persian, and the stocks on November 5 were:—Patna, 783 chests; Benares, 359 chests; Malwa, 1,099 1/2 chests; Persian and Turkish, 202 chests. The report is as follows:—Benar Market: No fresh business has been transacted and quotations are unchanged:—Patna, New \$9,325.00, Old \$9,200.00, V. Old \$9,100.00. Benares, New, \$9,050.00, Old \$8,925.00, V. Old \$8,825.00. Malwa Market: A very small lot of best drug changed hands at \$8,500.00 per picul.

## COMPANIES WARNED.

It is notified that at the expiration of three months from the date hereof the following companies will, unless cause is shown to the contrary, be struck off the Register and the Companies will be dissolved:—

The Oriental Cigarette & Tobacco Company, Limited.

The Yik On Steamship Company, Limited.

The Wing Fat Steamship Company, Limited.

Dunning & Company, Limited (Registered on 1/12/05).

E. L. Mondon, Limited.

Craig & Company, Limited.

The Kwong Tung Hotel Company, Limited.

Wa Hing Cotton & Cotton Yarn Company, Limited.

The Roseley Rubber Estates, Limited.

The Teui Yin Lau Hotel Company, Limited.

## EXPENSIVE WIVES.

**"Indian Ladies are Always Like That."**

This morning, in the Summary Court, before Mr. Justice Fitzgerald, J. B. Patell, Pottinger Street, sued Hoosainally, D. Aguilar Street to recover \$22, due for one roll of silk supplied by the plaintiff to the defendant. There was a counter-claim for \$23 as having been paid by the defendant to the Hongkong Electric Co.

Mr. L. D'Almeida Castro appeared for the plaintiff, and Mr. C. A. S. Rasse defended.

The defendant said he had plenty of silk himself, and his wife did not buy the silk from the plaintiff. It was given to her by the plaintiff. Defendant supplied everything his wife and daughter wanted from his own shop, and between them they had over fifty dresses. The counter-claim arose out of the plaintiff moving into a house which the defendant had vacated. Defendant went in to take over the fittings, when the plaintiff said he would take them over.

The Judge pointed out that the plaintiff had said that the fittings consisted of a piece of string and some plugs. The defendant did not agree with this.

Mr. D'Almeida:—You have a very expensive wife, haven't you?—Not expensive; Indian ladies are always like that.

She always gives in for silk, and nothing but silk?—Good silk, of course, and cotton very little.

And she has about fifty dresses all silk?—There are cheaper qualities and good qualities.

Do you ever pay your wife's debts, if she has any?—No.

Have you had any quarrel with the plaintiff, since he gave the silk?—No.

Can you tell me why he should charge you for the silk given to your wife?—The ladies give silk; the gentlemen quarrel and want to make a charge.

This counter-claim is nothing but a spiteful claim, because he brought this against you?—No.

Mr. Rasse pointed out that the wife was plentifully supplied with dresses, and the question for his Lordship to decide was whether the silk was any longer a necessity.

Mr. D'Almeida said his client had supplied the wife with the silk and had credited the husband. The defendant had admitted liability.

The case was adjourned to allow the plaintiff to produce his books in rebuttal of a statement by the defendant that he had had no previous silk dealings with the plaintiff.

## SOME HONGKONG PICTURES.

**A Beautiful Display of Kato's Work.**

Admirers of the works of Mr. E. Kato, the celebrated Japanese painter who stayed for some weeks in Hongkong last year, should not neglect to see some of his pictures which are now on view at Messrs Komor's. Mr. Kato was quick to discover the real beauty spots in Hongkong and Kowloon scenery, and these are represented in his water-colour drawings almost with the fidelity of a camera, but with a delicacy of colouring that no camera can more than suggest.

The sketches are being offered at all prices from three to twenty-five dollars, and, as many have already been bespoken, would-be buyers should take an early opportunity of getting bargains while they may.

## GENERAL IN CHAINS.

**Charge Against a Russian Commander.**

German papers publish with great gusto the announcement from Halle, that the Russian General Martos, who was made a prisoner among the East Prussian lakes, has been brought in chains to be tried by Court Martial for burning German villages and shooting the male inhabitants.

Petrograd, Sept. 20.

An official statement issued today says:—

On the 18th inst. an official German statement was issued to the effect that a Russian General had been brought in irons before a Court-martial for having given orders to burn all German houses in East Prussia and exterminate all the male population, including even non-combatants.

The Headquarters staff formally denies any such charges and declares that no such orders have been given by any Russian commander save in exceptional cases where members of the Veterans' Societies fired at Russian troops. When this happened, the Russian commanders ordered reprisals, which, however, bore no resemblance to the inhuman orders, the truth of which is denied, even by eye-witnesses in the German press.

The actual orders point to an altogether different attitude on the part of our superior officers towards the civilian population. As for the Russian General, who was taken in irons to Halle and his appearance before a court-martial, this novel manner of waging war will certainly find an echo from the Russians, who will not lose an opportunity of applying it to prisoners who represent the corrupt military standard which German senior officers employed in such a marked manner at Czestochowa and Kalisz.

Weekly Times.

## GOVERNMENT APPOINTMENTS.

His Excellency the Governor has been pleased to promote 2nd Lieutenants A. E. Wright and G. Norrington to be Lieutenants in the Hongkong Volunteer Corps, and to appoint Mr. J. D. Dunby to be a temporary Lieutenant, with effect from the 2nd November, 1914.

His Excellency the Governor has been pleased to recognise, provisionally and pending the receipt of instructions from His Majesty's Government, Mr. S. Steadmead as Vice-Consul for Norway in Hongkong.

His Excellency the Governor has been pleased to recognise Mr. S. Steadmead as being in charge of the Royal Danish Consulate in Hongkong.

## BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st October, 1914, as certified by the Managers of the respective Banks are:—

A Chartered Bank of India, Australia and China.—Notes, \$5,554,187; specie, \$5,000,000. Hongkong and Shanghai Banking Corporation.—Notes, \$23,297,645; specie, \$17,500,000.

Mercantile Bank of India, Limited.—Notes, \$1,113,871; specie, \$800,000. Total.—Notes, \$29,965,703; specie, \$23,100,000.

## PRINCE OF WALES' FUND.

**Another Gala Night at the Victoria Theatre.**

Another most successful gala performance was given at the Victoria Theatre last night before a very crowded house. In addition to the good professional work done by Miss Barry and Mr. Douglas, who have renewed their engagement at the theatre, some wonderfully clever amateur turns were given. The house was nicely decorated with flags and the stage was most artistically arranged, in accordance with a scheme drawn up by Mr. Komor, who kindly lent the furniture. The piano used for the accompaniment of the solos was lent by the Anderson Piano Company. The ever-popular Band of the 25th Punjab, under Mr. Newman, played at intervals during the evening, and a clarinet solo was given in remarkably fine style by Havelock Sunda Singh.

Mr. Taylor gave a sympathetic rendering of the song "Egypt," and Messrs Haylock and Palmer were both heartily cheered for their excellent character songs. Mrs. Mears, the theatre pianist, made a very efficient accompanist. Mr. Miller's mad-dance and Mr. Ralph's illuminated club-swinging were two exceedingly popular items, evoking prolonged applause. Mr. Ralph also gave a deliciously funny recitation: "A Voyage of Disaster" and a topical song "That Hongkong Volunteer," the words of which are by a well-known Hongkongite. By special request, Mr. Moardle sang his "Hielan' King of China" and earned a magnificent recall. Mr. Cawsey, accompanied by Mr. Danenberg sang, with much sweetness and expression, "The Last Watch" and "The Sailor's Grave"—the latter being tremendously cheered.

Miss Hilda Barry, who sang "The Little Grey Home in the West" very prettily, also took her full share in a stirring sketch written by Mr. Robert Douglas: "The Flag of Truce." As the heroine, Majuba, an English girl brought up by the Boers, she played sympathetically and well, and the workmanlike manner in which she used a service rifle won the admiration of the house. Mr. Douglas, in the dual character of Boer farmer and British officer, made the most of two difficult parts. Some Hongkong Volunteers lent their assistance, and the banging and blazing of rifle firing added not a little to the exciting nature of the sketch. The management of the theatre is to be congratulated on a thoroughly successful evening.

## UNCLAIMED TELEGRAMS.

Great Northern Telegraph Company, Ltd.

Eoyansang, Shanghai.  
Kiangguan, Amoy.  
A. B. SORESENSEN, Actg. Superintendent.  
Hongkong, Nov. 6, 1914.  
Eastern Extension Australasia & China Telegraph Co.  
Aingnet, Rangoon.  
Alderson Hongkong Hotel, Manila.  
Chop Wanlee Queen's Road, Jolobo.  
Dessein Passenger Mongolia, New York.  
Gieng Ngaong Shop, Foochow.  
Sun On Lung Molo Cai, Macao.  
Zuellig Hongkong Hotel, Manila.  
W. B. ELWES, Superintendent.  
Hongkong, Nov. 5, 1914.

## MINISTERING CHILDREN'S LEAGUE.

**Distribution of the Bazaar Proceeds.**

The nett proceeds of the Ministering Children's League bazaar, held on Saturday, October 31, amount to \$4,053. They will be divided amongst the following charities for children and the Prince of Wales' Fund:—  
Prince of Wales' Fund ... \$ 580  
C.M.S. Victoria Home and Orphanage ... 580  
Home for Blind Chinese Children ... 580  
Diocesan Girls' School ... 400  
Italian Convent ... 400  
French Convent ... 350  
Foundling House ... 350  
Baxter Mission ... 300  
L.M.S. Training Home for Girls ... 200  
Hongkong Cot at Ottershaw M.C.L. Home (£16) ... 188  
Cot in Netherlands Hospital 125

Total ... \$4,053

Lady May, President of the Ministering Children's League, wishes especially to thank Mr. Howard, of the Alexandra Cafe, for lending crockery and giving a great many cakes; Weismann, Ltd., for giving one hundred cakes to be sold for the benefit of the Prince of Wales' Fund; the Dairy Farm for giving all milk, butter and cream; the Hongkong Hotel, for large quantities of sandwiches; Captain Milner Jones, A.S.U., for lending forms and tables; Mr. Thornhill, Soldiers' Club, for lending crockery, etc.; Sze Hop, for fencing in ground and putting up stage trees; Noronha and Co., for printing all programmes, notices, posters and badges, free; Messrs. Powell, Victoria Dispensary and the A.J.C. for lending properties for the theatricals; Electric Light Co., for lighting stage; Kelly and Walsh, for supplying paper and string; Sun Company, for sweets; Bradley and Co., for soap; the Commodore, for kindly lending flags, and the four sailors, who did splendid work; the ticket collectors of the Peak Tramway, for collecting money at the theatricals; the Hongkong Daily Press, for advertising at reduced rates; Mr. Tickell and Mr. Vigett, of the P.W.D., for valuable help rendered; Mr. Roylance, of the Peak Tramway, for taking gate money; the Hongkong Cadets and Boy Scouts for keeping the ground; the China Mail, Ltd., who kindly produced Mrs. Ivan Grant-Smith's book, which was illustrated by Mrs. Weston (for the Prince of Wales' Fund) free of any charge, also for advertising the bazaar free; the South China Morning Post and Hongkong Telegraph, for advertising free; and Colonel Watson, for so kindly lending the band of the 74th Punjab.

Lady May's thanks are also due to Mrs. Stedman, Mr. Sutherland and helpers who so successfully got up "Mrs. Jarley's Waxwork."

## MARINE COURT.

At the Marine Court, this morning a boatwoman was fined \$50 for having in junk 1941 a secret compartment in which either goods or persons could be concealed. Inspector Gordon prosecuted.

Two Chinese were charged with permitting their boats to sail in the Harbour in prohibited hours. The second man was also charged with failing to take out a licence. The first man was fined \$10, and the second was fined \$15.

A fine of \$25 was imposed on a Chinese for permitting his boat to sail about the Harbour during prohibited hours.

## TU-DAY'S ORDERS.

Today's orders state:—  
Drills.—From the 9th inst. there will be three parades weekly instead of four. Those drills will be carried out on Mondays, Tuesdays and Thursdays.

Detail.—On duty Sunday 8th inst. Group 2. Officers on duty: Capt. Armstrong, Capt. Churchill and 2nd Lt. Lindsell. Orderly Officer, 2nd Lt. Lindsell. On duty Monday 9th inst. Group 3. Officers on duty, Capt. Stewart, Lieut. Wright and 2nd Lt. Murphy. Orderly Officer, 2nd Lt. Murphy. To furnish Guard to-night, Lieut. Section M. G. Co.; to-morrow, Civil Service Company; Monday 8th inst. Scout Company. Orderly Sergeant to-night, Sgt. Bullock; to-morrow, Corp. Hamilton; Monday 9th inst., Sgt. Hall.

Orders.—No orders will be published to-morrow Sunday 8th inst.

Leave.—Leave is granted to members of the Corps on duty at Volunteer Headquarters wishing to attend the performance at the City Hall to-night. Any man wishing to do so must report their intention to the N.C.O. in Guard who will take their names. These men must not leave the vicinity of the City Hall and must return to Camp at once on the conclusion of the performance.

## VOLUNTEER RESERVES.

Orders issued to-day by Major Wakeman, concerning the camp at Stonecutters, state:—

Orderly Officer to-day, Lt. Bruton; to-morrow, 2nd Lt. Evan Jones; Monday, 2nd Lt. Evan Jones.

Orderly Sergeant to-day, Sergeant Baswick; to-morrow, Sergeant Healy; Monday, Sergeant Storrie.

With reference to Launch Service for Field Day, published in yesterday's Orders, the 7.45 a.m. launch will leave at 7.50 a.m., to accommodate men living at the Peak.

Firing will take place on the Range for men who have not completed the Standard Test, and for those who have failed to qualify.

All men who scored 35 or over in the Standard Test can take part in the Field Firing Practices.

## TENDERS.

The Government is inviting tenders as follows:—

For the building of Stores for the Kowloon-Canton Railway, for the supply of Miscellaneous Stores for the Kowloon-Canton Railway, for the supply of Oil for the Kowloon-Canton Railway, for the supply of Castings for the Kowloon-Canton Railway, for the supply of Electrical Stores to the Public Works Department, for the supply of Flower Pots, for the supply of Electric Lamps to Government Buildings.

## GRAND HOTEL LICENCE.

It is notified in the Gazette that a meeting of the Licensing Board will be held at the Council Chamber on Wednesday, November 25, at 2.15 p.m., for the purpose of considering the following application under the Liquors Consolidation Ordinance, 1911:—From one Charles Bond for a Publican's Licence to sell retail intoxicating liquors for consumption on the premises No. 2, Queen's Road Central, under the sign of "Grand Hotel."

## CHURCH SERVICES.

**St. John's Cathedral, Hongkong.**  
—22nd Sunday after Trinity: November 8th, 1914. Holy Communion (8.05 a.m.) Matins (11 a.m.) (Full Choir).—Responses: Festal. Venite: Hayes. Psalms: Russell, Jones, and Fye. Jubilate: Crotch (3rd evening). Hymns: 255, 550. Preacher: Rev. N.C. Pope, M.A. N.B.—Psalm 38 verses 1, 2, 9, 10, 21, and 23 in unison. Psalm: 39 verses 5, 6, 11 and 12 in unison. Psalm: 40 verses 1, 2, 6 and 19 in unison. Hymn: 550 verses 5, in unison. Evensong (5.45 p.m.) (Full Choir). Responses: Festal. Psalms: Goss, Stainer, and Soaper. Magnificat: Nune Dimittis: Maunder in D. Anthem: "Doubt not the Father's Word"—Elgar. Hymns: 214, 477. Voluntary: Intermezzo in D. flat—Hollins. N.B.—Psalm 41 verses 1, 2 and 13 in unison. Psalm: 42 verses 1, 7 and 13 in unison. Psalm: 43 verses 3 and 4 in unison. Hymn: 477 verses 5 in unison. The collection will be in aid of the Choir Fund.

**Union Church, Kennedy Road.**  
Harvest Thanksgiving Services: Morning 11, Hymns: 494, 575, 427, 423, Anthem: "O Taste and See." Evening 6, Hymns: 495, 220, 426, 498, Anthem: "O Lord how manifold." Preacher—Rev. J. Kirk Macdonachie, Subjects: Morning: Fruit Trees in War Time; Evening: The Forgotten Sheaf. Collections for Hospitals.

**St. Andrew's Church, Kowloon.**  
—22nd Sunday after Trinity 8th November, 1914. Matins 11 a.m. Responses Festal. Venite Russell Day 3rd. Psalms Purcell-Turle. Te Deum. Lawes, Cooke Hopkins. Jubilate, Goodson Hymns: 1,324-423 (Tune 438 A & M). National Anthem. Evensong 6 p.m. Hymn: 48 (Tune 214 A & M). Responses: Festal; Psalms: Goss-Postor Soaper; Magnificat: Barnby in D. 18th Morning: Nune Dimittis Woodward in A 28th morning; Hymns: 370-186-389; Vesper Hymn, National Anthem.

## GERMAN RULE.

**What General Nogi Predicted.**

General Nogi's prediction, made at the siege of Port Arthur, is still fresh in the minds of Englishmen. General Nogi said:

"I believe that the world will witness a great war which will have all Europe for its battleground, and will settle the Franco-Prussian question and the Anglo-German rivalry."

"France and Germany will meet in this last decisive conflict on the Belgian plains, probably near Waterloo, the only spot which will permit of the evolution of the great armies which will face each other. At the present time the French and German frontiers are too strongly fortified for either people to force its way through. I have little doubt as to the result of this war. France will beat Germany on land, and England will crush Germany at sea."

"This will be the last great war in Europe for many years, perhaps for ever. The German states will emerge from this war so exhausted and so terrified that they will have no other object than to form some sort of coalition that they may in the future obviate the recurrence of any such catastrophe."

Prayers have been offered in some churches specifically asking that the prediction of the Japanese strategist be realized.



## DIARY OF WAR.

## COUNTRIES AT WAR.

Germany against	Britain.
"	Russia.
"	France.
"	Belgium.
Austria against	Serbia.
"	Russia.
"	Britain.
"	France.

## ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

## Events that Brought It About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary says Serbia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected severe. Semi-official *Peter Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Oirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigsluise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men *hors de combat*.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Sty.

August 12.—Liege reports that German advance guards are falling back on main Army. Terrible cannonading heard from Tongres.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Oirey.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Serbians rout Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 24.—Earl of Leven dangerously wounded. Namur falls to Germans. Charleroi taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 28.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romanoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

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August 28.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Lvon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiagne, and is engaged by British, who capture ten guns.

Sept. 2.—List of British casualties published. Details:—Officers killed, 38; wounded, 67; missing, 95. Men killed, 127; wounded, 629; missing, 4,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Haulow. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting British casualties total 15,000 and German losses thrice that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawarska, and convert Galicia into Russian Province. British casualties to date: Officers: killed, 63; wounded, 162; missing, 230. Men: killed, 212; wounded, 1,081; missing, 13,413. Germans retire before the British and cross the Marne.

September 10.—Forced 160,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.12 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder; Allies pursuing them; German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herbertshohe, German New Guinea. French troops occupy Soissons and Lunville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties, 20,000 men at Nancy and 11,000 men at Lunville.

Sept. 14.—Germans evacuate Amiens, and give way at Royvign and Brabaz-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawarska, and occupy Czernowitz. Serbians defeat 90,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarines.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 17.—Germans halt in their retreat and take up entrenched positions; Battle of the Aisne begins. Austrian armies evacuating Galicia, in a state of complete rout. Announced that Government of India bears cost of Indian Expeditionary Force.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans attack Rheims Cathedral, setting fire to historic building on fire.

Sept. 22.—H.M. ships Aboukir, Oressy and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Teningtan.

Sept.—27 Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues, Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported half way to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroon River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Ozar leaves for the front. Big battle continues in France, Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Teningtan, but are defeated, losing 47 killed. In the

big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiauchau Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive; "real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontoporus (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ypres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Farther advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks

Austrian cruiser off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress.

Oct. 24.—British destroyer Badger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lodz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole

Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieupoort to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Teningtan silenced by Japanese and British bombardment.

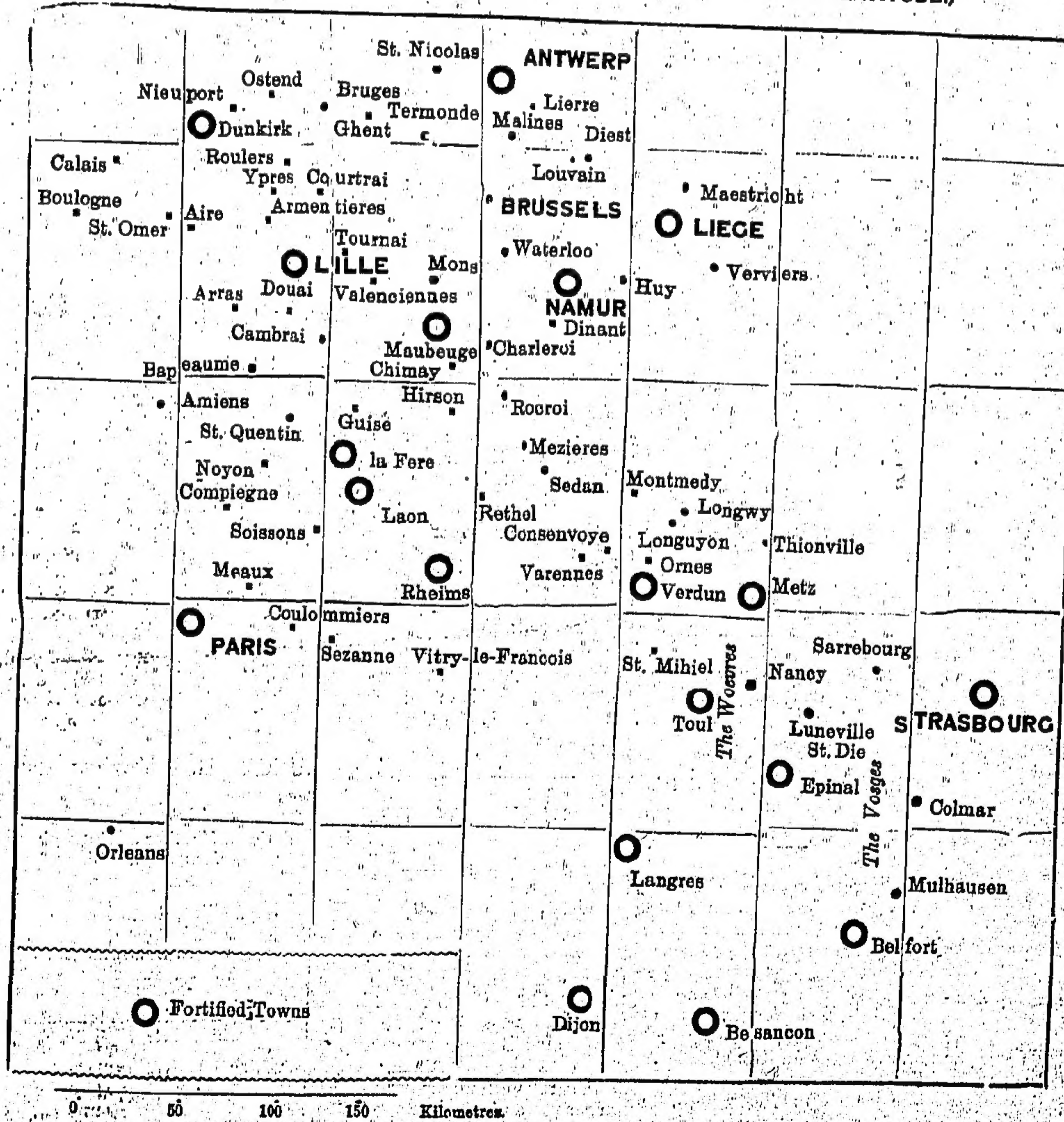
British and French Ambassadors leave Constantinople. Announced that 2,000 armed Bedouins have penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of £200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akaba, which is evacuated. Thrilling story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive.

## THE WAR.

## Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Germans are retreating between Nieupoort and Dixmude, and that the Allies gaining ground at other points.



# OFFICIAL MARKET PRICES

Note. In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$2 in value (excepting the articles enumerated in clause 5) shall if made in subsidiary coin be subject to an additional charge of 2 per cent.



# DAIRY FARM NEWS

WE ARE ALWAYS  
IN A POSITION TO SUPPLY YOU WITH  
THE BEST OBTAINABLE

LOCAL AND AUSTRALIAN MEATS,  
SMOKED FISH,  
SAUSAGES,



HAMS, BACON,



CORNERED PORK, CORNERED BEEF

AND

WE IMPORT

ABSOLUTELY THE BEST TABLE BUTTER THAT  
MONEY CAN BUY,

THE "DAISY" BRAND.







## THE EMDEN.

An idea of the immensity of the task before the cruisers which are hunting down the German commerce raiders is to be obtained from the official statement that the cruiser Emden had been completely lost for six weeks. She left Kiauchau about the time the Nürnberg and Leipzig, her sister ships, also quitted. What has she been doing in the meantime? and where are the other two which went to San Francisco, since when we have heard no more of them? The suggestion is that the Emden has been somewhere or other getting wireless news, but it is rather far-fetched to think this has been supplied from the great German wireless station of Nauen. As Sir Henry Norman points out, it is not enough to take a pair of compasses and draw a circle round the transmitting station, with any known accomplished transmission as a radius.

The nature of the intervening distance, the climatic conditions, and the character of the receiving aerial and apparatus are all important. Nauen has for a long time communicated with Sayville, N.Y., but often with great difficulty, and has similarly communicated with Togo. It is hardly conceivable, however, that a small cruiser like the Emden—the size is important because it means a small and low aerial on board—with the not very sensitive receiving apparatus in use in the German Navy, could receive a signal from Nauen when off Rangoon, except perchance very rarely by one of the unexplained "freaks" of wireless.

Therefore the explanation of the success of the Emden in way-laying British ships must be sought elsewhere. It might be done by relaying the messages, but I do not know of any station on this line, even in a neutral country (except the Italian Marconi stations in East Africa, which of course would not do so), powerful enough to accomplish this, though there is a Telefunken station in Sumatra which might conceivably (without the knowledge of the Dutch authorities) have given assistance within its range of 800 miles.—London and China Express.

An Encounter with the Emden. Calcutta, Oct. 5.—Another story of the German cruiser Emden has come to light with the arrival in Calcutta of the Norwegian steamer Oosen (2,872 tons). It appears that this vessel, which left Bombay for Calcutta to fetch a cargo of coal, was held up by the Emden on the 25th September so near to Colombo that the reflection of the Harbour searchlights was distinctly visible. Being a neutral ship and carrying no contraband, she was allowed to proceed on her way unmolested. Captain Christensen bore further testimony to the polite behaviour of the Commander of the Emden. He said: "We were nearing Colombo at about 9 p.m. on the 25th when suddenly I heard some one hailing us. At first I could see nothing, for it was a dark night, but gradually I perceived the outlines of a three funnelled, two-masted cruiser with a steamer looking very much like a Hansa liner standing by. The Commander brought his ship right alongside, and I had a conversation with

## SALE OF GERMAN VESSEL.

## Application for American Register May Meet Opposition.

At the request of the department at Washington, Collector of the Port at San Francisco, Mr. John O. Davis, has forwarded full details of the sale of the former Kosmos liner Alexandria, for which American register has been asked by her new owners, the North and South Steamship Company. As this is the first German ship to take advantage of the act providing that foreign vessels may shift colours to the Stars and Stripes, the local shipping world is watching the outcome with much interest.

That opposition will be made by the British is likely, it is believed, and a delicate problem may develop, inasmuch as the British may claim that a German-built bottom, despite a change of flag, would still be a legitimate prize of war if captured. Shipping men believe that a test case is likely to result should the Alexandria, under the American flag, be captured by English men-of-war.

A thorough investigation of the sale has been made by the local customs officials and the findings reported to Washington. The Alexandria was purchased by a coterie of local shipping men headed by Philip Thayer, the negotiations for the Kosmos interests being conducted by Mr. Harold H. Ebel, local agent for the German firm.

Mr. Philip Thayer announced that the vessel will be operated in the trade between San Francisco and the west coast of South America. The owners have not determined upon a new name for the vessel, although the names of Mission, Rock and Sacramento are being considered.

The Next Trick? A Rotterdam message states that the German military commander at Wesel has ordered a quantity of French officers' military uniforms, presumably for use in some attempt to effect a coup by means of a ruse.—Central News.

him. He was most polite, and spoke perfect English, so that at first I thought it was a British warship that had accosted us. Eventually I asked him if I might proceed, and he replied, "certainly." With that we went ahead and he turned round and went at full speed to westward with the other steamer. I was hardly certain then that it was the Emden. After hearing that British ships were sunk close to that spot that night, I am convinced that it was she. I remember that her paint was of much lighter grey than that of British warships.

## ISIMCOPONOL BUNKERS

can be supplied at cheap rates

SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

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## POST OFFICE.

## Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.
5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.
7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong & Canton by the vessels belonging to or managed by the Hongkong & Canton Steamboat Company.

UNTIL FURTHER NOTICE THE NAMES OF THE VESSELS BY WHICH MAILS ARE FORWARDED WILL NOT BE ADVERTISED IN THE MAIL NOTICES.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILE IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CUBA, OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPT, IS RESUMED FOR ORDINARY PARCELS ONLY—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

A late mail for Swatow Amoy & Foochow will in future be closed or closed 20 minutes before each steamer sails. Ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G. P. O. in the lane off Des Voeux Road.

War risks are not covered by postal registration or insurance.

The services to Germany, Austria, and Tsingtau are suspended.

The New Year Parcel Mail will be closed at 5 p.m. on Thursday, the 19th inst.

Insured Parcels will only be accepted for the United Kingdom.

Monday, the 9th inst., being a Public Holiday, the Post Office will be open from 8 to 9 a.m. There will be one delivery of ordinary correspondence and one collection of letters from Pillar Boxes.

The Money Order Office will be entirely closed.

The English Mail from Europe is due to arrive here on Tuesday, the 10th inst., at daylight.

## MAILS DUE.

English, 10th Nov.

## MAILS CLOSE TO-DAY.

Philippine Is. .... 7th Nov. 2 p.m.

Shanghai & North China (Europe via Siberia) ... 7th Nov. 2 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. 8.30 p.m. Thursday, 12th Nov.)

Tourane & Hongkong Bay 7th inst. 4 p.m.

Philippine Is. .... 7th Nov. 4 p.m.

## TO-MORROW.

Swatow ... 8th Nov. 9 a.m.

Swatow, Amoy & Formosa via Tamsui ... 8th inst. 9 a.m.

## MONDAY, 9th Nov.

Saigon, Batavia, Samarang & Sourabaya ... 9th inst. 9 a.m.

Shanghai, North China, Wei-hai-wei and Tientsin ... 9th inst. 4 p.m.

## SHIPPING NEWS.

## ARRIVED.

Ricun Maru, Jap. s.s. 4,791, Y. Yamaguchi, 7th inst.—Balkpapan, 29th ulto, Sugar—D. & Co.

Kwangle, Chinese s.s. 1,468, J. McArthur, 7th inst.—Shanghai, 3rd inst. Gen.—O. M. S. N. Co.

Atrous, Br. s.s. 2,290, J. N. Williamson, 7th inst.—Singapore, 2nd inst. Gen.—B. & S.

## PASSENGERS ARRIVED.

Per s.s. Atrous from Singapore etc.—Mr & Mrs Haines, Mr Harding.

## PASSENGERS DEPARTED.

For San Francisco etc.—Mr & Mrs C Schrotter, F Lieb, Mr & Mrs H F Clark, Mr & Mrs J G Gonzalez de Bernedo, Mr & Mrs G A F Bidwell, Mr & Mrs A Becker, Mr & Mrs E P Pope, Mr & Mrs C Van West, Mr & Mrs E E Pope, Chan Harr, Lee Yuk-long, Mr & Mrs J Recker, Mrs A McKay Kelly, Mr & Mrs B Brodies, Rev Father M R. Villa, Mr & Mrs R Fleming, Chan Kung-son, Mr & Mrs Lee Ching, Mrs A Widmann, Mr & Mrs Chang Chun, E Benzer, Mr & Mrs J Muller, Mr & Mrs G M Duncan, Mr & Mrs K Deimere, Mrs W Worley, Mr & Mrs M Gutschke, A Brinckmann, Mrs H Timcke, Master H W Wink, J Owens, Jos Road, S. Luchhurst, Master E Schuster, A W Schellhaus, Capt & Mrs R J Zoller, Mr & Mrs E H Thiel, Choi Lai-chun, Master A Becker, R Innes, P F Conlan, O Landgraf, V Crill, Miss A A Raymond, Mrs E Lubring, Mrs M Koch, Mr & Mrs M Steger, Mr & Mrs N B Brant, E A Wendt, Mr & Mrs C. P. L. Li Sum-ling, C O Ruppel, Wen Ngai-lee, Dr G G Davis, V Donavari, Miss E Walker, Mr & Mrs D Fox, Miss Von Hagedorn, Mrs B Wendt, L M H Bollesore, R Serra, Master B & Miss O P Kneitens, O F McWilliams, Miss M Lovering, Liao Ngantow, Rev J W Doolin, V Ferreira, H Feinann, O Struckmeyer, Miss S Stevens, Mrs J H Pike, T C Longa, Mr & Mrs A H Eady, A Sol, P R Davison, P R Davison, P Y Chu, K T Chu, Mr & Mrs Kee Gunn, J L Baughman, P Conti, J E Jensen, P H Kneitens, Dr J E Walker, Mr & Mrs M S. Mmora, O Hechtel, Mrs G Seebald, Master V Bollesore, M Dean.

## TUESDAY, 10th Nov.

Swatow, Amoy & Foochow ... 10th Nov. 1 p.m.  
Philippine Is. ... 10th Nov. 3 p.m.  
Shanghai & N. China ... 10th inst. 3 p.m.  
Swatow, Amoy, Formosa via Takao & Anping ... 10th Nov. 5 p.m.

Siberian Mail. Shanghai and North China (Europe via Siberia) ... 10th Nov. 5 p.m.  
(Tientsin-Pukow Service Shanghai Br. P. O. 11.30 a.m. Monday, 15th November.)

## WEDNESDAY, 11th Nov.

Holhow, Haiphong, Hokow & Pakhoi ... 11th Nov. 10 a.m.  
Swatow, Amoy & Foochow ... 11th Nov. 11 a.m.  
Swatow ... 11th Nov. noon.

## THURSDAY, 12th Nov.

Sandakan ... 12th Nov. 11 a.m.  
Formosa via Keelung, Shanghai, North China, Japan, via Nagasaki, Victoria, B.O., Tacoma & United Kingdom via Canada ... 12th Nov. 1 p.m.

Canton, Amoy & North China (Europe via Siberia) ... 12th inst. 2 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. at 5 p.m. Monday, the 15th inst.)

Strait, India via Calcutta ... 12th Nov. 2 p.m.

Shanghai & N. China ... 12th Nov. 3 p.m.

## FRIDAY, 13th Nov.

Swatow & Bangkok ... 13th inst. 3 p.m.

## SATURDAY, 14th Nov.

Amoy & Foochow ... 14th Nov. 2 p.m.

Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is. ... 14th Nov. 3 p.m.

## TUESDAY 17th Nov.

Shanghai, North China, Japan via Moji, Victoria, Seattle & United Kingdom via Canada ... 17th Oct. 11 a.m.

Swatow, Amoy and Foochow ... 17th Nov. 1 p.m.

Philippine Is. ... 17th inst. 3 p.m.

## WEDNESDAY, 18th Nov.

Strait, Ceylon & Europe 18th Nov. 9 a.m.

## THURSDAY, 19th Nov.

Wei Hai Wei & Tientsin ... 19th Nov. 11 a.m.

## TIDE TABLE.

2nd Nov. to 8th Nov. 1914.

Day	High Water	Low Water
Mon.	9 21 38	3 58 55
Tues.	10 10 45	4 51 45
Wed.	11 00 52	5 44 35
Thurs.	11 51 00	6 37 25
Fri.	12 41 08	7 30 15
Sat.	1 31 16	8 23 05
Sun.	2 21 24	9 15 55

in morning, a afternoon

Oysters, Fresh, Fried or Stewed

Findon Haddock, Kippers & ALEXANDRA CAFE

## WEATHER REPORT.

On the 6th at 11.15—The anticyclone has moved eastwards and weakened considerably. The depression has moved into the Pacific, being shown this morning to the east of Hondo.

Pressure has decreased slightly over the greater part of the area. A slight to moderate increase has occurred from Formosa to Koshi, owing to the advance of the anticyclone.

Moderate monsoon may be expected over the northern part of the China of Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	E and N.E. winds, light to moderate; fair.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamma	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

## China Coast Meteorological Register.

6th Nov. a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Wootack	7a	29.99	32	50	no	0	0
Nemuro	6a	29.55			no	6	3
Hakodate	"	29.57			nw	3	0
Tokio	"	29.59			nw	1	0
Koshi	"	30.03			w	1	0
Nagasaki	"	30.11			ene	1	0
Kagima	"	30.06			ene	1	0
Oshima	"	30.05			ene	1	0
Matsuyama	"	30.03			ene	1	0
Ishijima	"	30.06			ene	1	0
Bonin Is.	"	30.06			ene	1	0
Chefoo	"	30.07	46	84	w	3	b
Wharvel	"						
Hankow	"						
Shanghai	"						
Changsha	"						
Shanghai	"	30.18	38	so	1	bm	
Gutzlaff	"	30.14	50	w	1	bv	
Sharp P.	7a	29.99	64	nw	1	0	
Amoy	6a	30.04	65	73	ne	2	0
Swatow	5a	30.08	63	84	ne	0	0
Taiwan	"	30.02			ne	4	0
Taiwan	"	30.02			ne	4	0
Koshun	"	30.02			ne	4	0
P'ores	"	30.02			ne	4	0
Canton	6a	30.08	62	82	e	2	0
E'kong	"	30.04	69	84	ne	1	0
Gap Hook	"	30.02	66	ne	1	0	
Macao	"	30.02	66	ne	1	0	
Wuchow	9a	30.17	63	89	ne	1	od
Fakhoi	"						
Holhow	"						
Phullon	6a	30.04	63	ne	2	0	
Tourane	"	29.95	75	wnw	4	c	
C. St. J.	"	29.95	74	sw	1	b	
Yamoi	"	29.92	71	ne	1	b	
Legaspi	"	29.92	78	ne	1	b	
Iloilo	9a	29.95	83	ne	1	b	
Bacolod	"						
Cebu	"	29.94	86	ne	1	0	
Labuan	"						

T. F. Claxton, Director.

## Hongkong Observatory, Nov. 6.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, a detached cloud, drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, a equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

6 Rain in inches, tenths and hundredths

7 Rain in inches, tenths and hundredths

8 Rain in inches, tenths and hundredths

9 Rain in inches, tenths and hundredths

10 Rain in inches, tenths and hundredths

11 Rain in inches, tenths and hundredths

12 Rain in inches, tenths and hundredths

13 Rain in inches, tenths and hundredths

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19 Rain in inches, tenths and hundredths

20 Rain in inches, tenths and hundredths

21 Rain in inches, tenths and hundredths

22 Rain in inches, tenths and hundredths

23 Rain in inches, tenths and hundredths

24 Rain in inches, tenths and hundredths

## MAIL STEAMERS

## THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call			
SHANGHAI		about 9th Nov.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKOHAMA		about 15th Nov.	Freight & Passage
LONDON via Singapore, Penang, C'mbo, Port Said, and Marseilles	Nankin	3 p.m. 6th Nov.	Freight & Passage

Subject to alteration without notice.

All steamers are fitted with Wireless Telegraphy.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to

E. A. Hewett,

Superintendent.